

CYCLE NEWS[®]

America's weekly motorcycle newspaper

July 30, 1997: Number 30

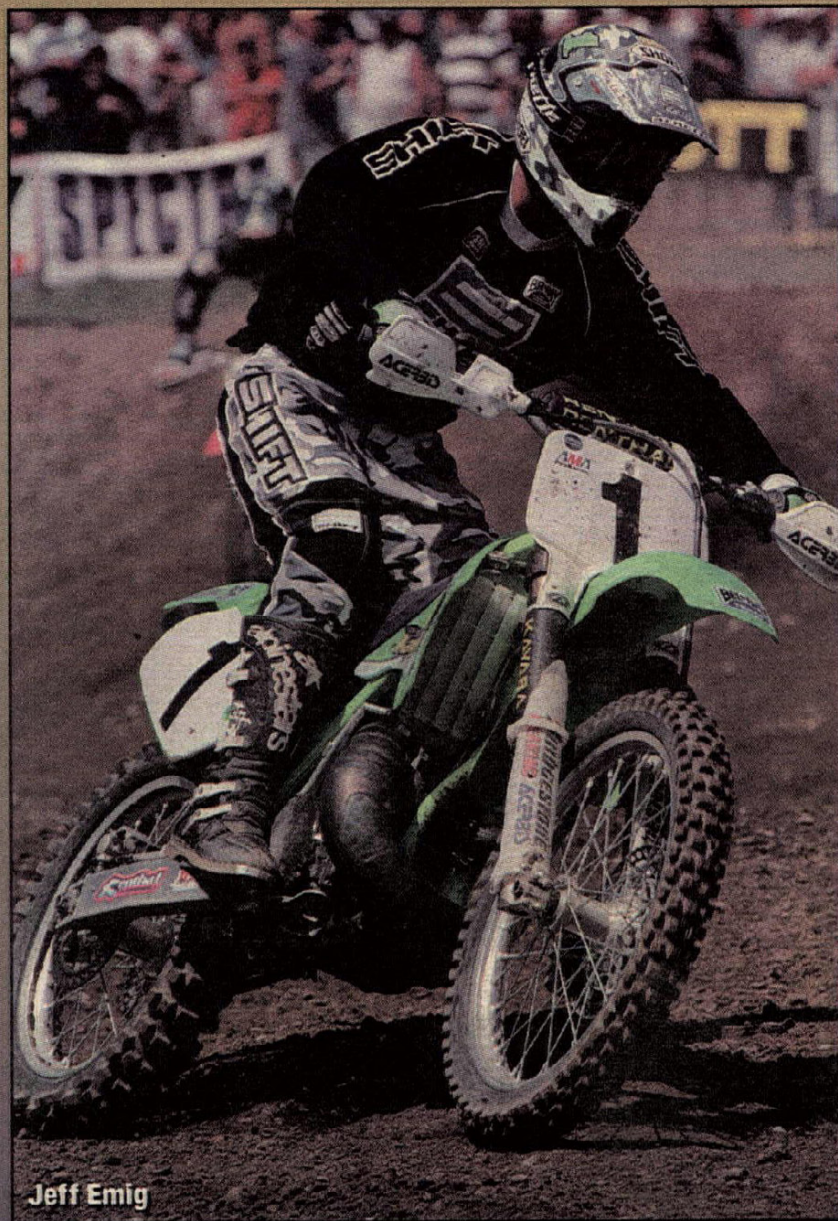
(outside the U.S. \$3.25) \$2.50

And the winners are...

- **DuHamel in Ohio**
- **Dooohan in Germany**
- **Davis in Oklahoma**
- **Emig in New York**



Miguel DuHamel



Jeff Emig



Will Davis



Michael Dooohan

TIME DATED WEEKLY NEWS

MAILED JULY 22, 1997

TIME DATED WEEKLY NEWS

Darryl King (Hus) won the 500cc World Motocross race in Laguepie, France, on July 20, the ninth round of the series. Reigning Champion **Shayne King** (KTM) was second.

Ty Davis (Kaw) won the AMA National Enduro Series round in Rand, Colorado, on July 20. **Jim Gray** (KTM) finished second with **Mike Lafferty** (KTM), who clinched the series title the previous week in Michigan, finishing third. Rounding out the top five were **Donnie Book** (Kaw) and **Scott Stretch** (KTM).

Lance Smail (KTM) moved back into the series points lead by winning round seven of the AMA Western Four-Stroke National MX Series in Boise, Idaho, on July 20. Smail won both motos over **Shaun Kalos** (Hbg), who went 2-2. Third place went to **Mike Healey** (Hon), followed by **Robert Naughton** (KTM) and **Steve Drew** (KTM). Smail holds a five-point lead going into the final round of the series at Washougal, Washington, on August 17.

James Large (H-D) won the 800cc class at the Marquette Mountain AMA National Championship Hillclimb in Marquette, Michigan, on July 20. **Steve Dresser** (H-D) was second and **Rodney Williams** (H-D) finished third. In the 540cc class, **Ted Wilkins** (RTX) took the win, followed by **Paul Pinsonnault** (Hon) and **Rick Soter III** (BSA).

Tray Batey (Suz) won both legs of the Sunoco Fuels Formula USA round at Portland International Raceway in Portland, Oregon, on July 20. Batey topped **Fritz Kling** (Yam) and **David Sadowski** (Muz) in the first leg and then topped **Grant Lopez** (Suz) and **Steve Grigg**

(Muz) in the second. Sadowski, who failed to finish the second race, still holds the championship points lead over Kling, 229-213.

Those who missed the AMA Supercross Series when it aired on television the first time will get the opportunity to see the shows again. ESPN2 will rebroadcast nine of the best races of the season in July. All the races will be shown at 3 p.m. Eastern time. Check your local listings.

Three-time World Champion **Michael Doohan** says he's hoping for an All-Australian dais at the 1997 Australian Grand Prix at Phillip Island, scheduled for October 5. Speaking from Monaco alongside Anthony Gobert, Troy Corser, Daryl Beattie and Kirk McCarthy for the opening press conference heralding the return of the race to the Victorian circuit after six years at Eastern Creek, Doohan said: "It's (an Australian 500cc clean sweep) never been done before. The closest we came was when Wayne Gardner and I finished first and second at Phillip Island back in 1990 - although in the wrong position! It would be a great way to celebrate the return to Phillip Island. If it does happen, I won't care what the finishing order is." In response to Doohan's sentiment, Gobert said, "Mick's the man everybody wants to beat. I've had good success at Phillip Island, and enjoy putting on a show for the Australian fans. I want to beat Mick, and I figure if I do that, I'll win the race." In a startling revelation, McCarthy said that his contract with the World Championship Motorsports team stipulated that he would receive a works Yamaha YZR500 by the middle of the season. Unfortunately, the director

1998 AMA Superbike schedule

The AMA/MBNA Superbike Series will consist of 12 rounds in 1998, including a scheduled visit to the yet-to-be-completed New Mexico International Raceway in Albuquerque, New Mexico, on September 4-6, according to a schedule released on July 16 by the AMA.

In addition to the new race in New Mexico, the AMA will also make a return trip to Willow Springs Raceway in Rosamond, California, on April 24-26, the week following the third round of the series at Laguna Seca Raceway in Monterey, California. The only event on the calendar without a date is the one scheduled for Sears Point Raceway in Sonoma, California, but it is known that Sears would like a spring date. With the series expanding to 12 rounds - the highest number of races since 1985 - it will run for nine months, beginning in February and lasting until October.

The schedule is as follows:

- Round 1: Phoenix International Speedway, Phoenix, Arizona - February 13-15
- Round 2: Daytona International Speedway, Daytona Beach, Florida - March 4-8
- Round 3: Laguna Seca Raceway, Monterey, California - April 17-19
- Round 4: Willow Springs Raceway, Rosamond, California - April 24-26
- Round 5: Road America, Elkhart Lake, Wisconsin - June 12-14
- Round 6: New Hampshire Internat'l Speedway, Loudon, New Hampshire - June 19-21
- Round 7: Brainerd International Raceway, Brainerd, Minnesota - June 26-28
- Round 8: Mid-Ohio Sports Car Course, Lexington, Ohio - July 19-20
- Round 9: Pikes Peak Internat'l Raceway, Colorado Springs, Colorado - August 14-16
- Round 10: New Mexico Internat'l Raceway, Albuquerque, New Mexico - September 4-6
- Round 11: Las Vegas Motor Speedway, Las Vegas, Nevada - October 2-4
- Round 12: Sears Point Raceway, Sonoma, California - to be announced

of the press conference didn't catch Corser's response, reports *Cycle News* contributor Darryl Flack.

Seven-time AMA National Enduro Champion **Randy Hawkins** was a no-show at the July 13 AMA National Enduro in Drummond Island, Michigan, as well as the July 20 National Enduro in Colorado, after injuring his leg while riding his personal watercraft on July 5. "I was out in the ocean, jumping wakes, and I went to jump this one wake right when it curled," Hawkins said. "I went straight up, about 12 feet, and I slipped and fell back, and the craft landed straight across my shins. My left shin was scraped but my right shin had a deep gouge and I thought I had broken it. I was still going to ride the (Drummond Island) enduro and had flown to Minnesota and was going to drive to Michigan when, on Thursday, I got up and couldn't walk. I went to the hospital and (found) my leg had gotten infected. The doctors started talking about things like amputation if the bone gets infected, so I didn't take any chances and decided to sit this one out, considering the fact I really didn't have much of a chance at (this year's) title." Hawkins said he will be healed and ready for the ISDE next month in Italy and will ride the National Enduro Series finale in Delaware City, Delaware, on October 26.

Road racer **Jason Pridmore** dedicated his Teamline 750cc Supersport win at the Mid-Ohio Sports Car Course in Lexington, Ohio, on Saturday, July 19 to **Dr. Tom Parriott**, who died last week after suffering a brain hemorrhage. "He was one of my good buddies," Pridmore said. Parriott was the owner of Team Desmo.

Speedvision has recently begun airing three 30-second commercials featuring three-time World Champion Freddie Spencer, former land-speed record holder Craig Breedlove, and Christine, the famed 1958 Plymouth from the Steven King horror movie that bore its name. Speedvision is the only 24-hour cable network devoted to motorsports.

The green team, led by Castrol Honda's

Aaron Slight, came out on top of a battle with the red team, led by his teammate **John Kocinski**, in a go-kart challenge race held prior to the World Superbike weekend at Laguna Seca Raceway in Monterey. The challenge saw Slight's team top Kocinski's by 9.51 seconds after three laps of the make-do race track. The race was held to benefit the Pediatric Brain Tumor Foundation and ended up raising \$3500.

The Blue Ribbon Coalition reports that the Bureau of Land Management in California is proposing a closure to off-highway vehicles of the entire **Black Sands Beach** recreation area near Shelter Cove, California, 250 miles north of San Francisco, citing "user conflict" with hikers and backpackers who say the vehicles detract from their "wilderness" experience. OHV users wishing to express their opinion about the closure should fax BLM Area Manager Lynda Roush at 707/825-2301 or BLM Director Ed Hasteley at 916/978-4657.

White Brothers will be on hand at the 5th annual Mikuni Motorcycle Show at the Santa Monica Airport in Santa Monica, California, to host a **Dyno Shootout**. Classes will be available for all sport-bikes and American cruisers. Participants will receive two dyno runs for \$15 and plaques will be awarded to overall class champions. For more information, call 714/692-3404.

Honda's **Scott Summers** was a surprise entry at Creek Raceway in Ohio on July 5 and the off-road racer flew his big four-stroke to wins in the Over 25 and Over 30 Plus classes. Summers' mechanic Fred Bramblett also raced, ending up sixth overall.

The **Pro Circuit Racing Support Team** will be on hand at the Loretta Lynn's Amateur National MX Championship. Pro Circuit will be available to check for proper race setup on Sunday, August 3 - prior to the start of the week of racing.

The **AHRMA National Dirt Track**, scheduled for August 3 in New Castle, Delaware, has been canceled. The pro-

1998 AMA Grand National Championship Series schedule

The AMA has released a tentative schedule for the 1998 AMA Grand National Championship Series. With the exception of two TBA dates in April, both of which are rumored to be set aside for California events, the schedule appears to be unchanged. The schedule is as follows:

- Round 1: Daytona Municipal Stadium, Daytona Beach, Florida - March 7
- Round 2: TBA - April 18
- Round 3: TBA - April 25
- Round 4: West Virginia Motor Speedway, Mineral Wells, West Virginia - May 2
- Round 5: Delaware State Fairgrounds, Harrington, Delaware - May 16
- Round 6: Springfield State Fairgrounds, Springfield, Illinois - May 24
- Round 7: LaSalle Speedway, LaSalle, Illinois - May 30
- Round 8: Terre Haute Action Track, Terre Haute, Indiana - June 13
- Round 9: State Fair Speedway, Sedalia, Missouri - June 20
- Round 10: Allen County Fairgrounds, Lima, Ohio - June 27
- Round 11: I-96 Speedway, Lake Odessa, Michigan - July 4
- Round 12: Du Quoin State Fairgrounds, Du Quoin, Illinois - July 12
- Round 13: State Fair Speedway, Oklahoma City, Oklahoma - July 18
- Round 14: Eldora Speedway, Rossburg, Ohio - July 25
- Round 15: Peoria MC Clubgrounds, Peoria, Illinois - August 2
- Round 16: Black Hills Speedway, Rapid City, South Dakota - August 5
- Round 17: Quad City Downs, East Moline, Illinois - August 8
- Round 18: Indiana State Fairgrounds, Indianapolis, Indiana - August 15
- Round 19: Hagerstown Speedway, Hagerstown, Maryland - August 22
- Round 20: New York State Fairgrounds, Syracuse, New York - August 28
- Round 21: Illinois State Fairgrounds, Springfield, Illinois - September 6
- Round 22: Shakopee Downs, Shakopee, Minnesota - September 12
- Round 23: Cal-Expo State Fairgrounds, Sacramento, California - September 26
- Round 24: Las Vegas Motor Speedway, Las Vegas, Nevada - October 3
- Round 25: Del Mar Fairgrounds, Del Mar, California - October 11

1998 KTM 125



Here is a sneak preview of things to come from KTM for 1998. Pictured here is the all-new KTM 125 SX, which features the new PDS (Progressive Damping System) no-link rear-suspension system and right-side kickstart motor. The entire line of '98 KTM motorcycles will feature major changes.

Wide Web. The site can be found at the following address: <http://www.members.tripod.com/~JRiesenberg/truesdale.htm>.

APPOINTED: Robert Hannigan, as director of booking for PACE Motorsports. Hannigan will be responsible for all aspects of the booking process, including scheduling, routing, contract administration and new opportunities.

BORN: Jordan Alicia, to Jeff and Melissa Wells of Progressive Suspension, on July 16 in Hesperia, California.

MARRIED: Team Suzuki Off-Road's Steve Hatch,

to Denise Hamilton, in Yosemite National Park in Yosemite, California, on July 19. Groomsmen in the wedding included teammates Randy Hawkins and Rodney Smith.

CORRECTION: In our feature story on Kent Howerton in last week's issue, we reported that Greg Arnette was Howerton's mechanic during his championship years, which was only partially correct. When Howerton rode for Husqvarna, Eric Crippa was his mechanic and the pair won one (500cc) championship. Arnette tuned for Howerton during his tenure at Suzuki, with the pair teaming up to win two (250cc) titles. That's Crippa in two of the photos which accompanied the story. CN

883s out, Pro Thunder in

The Progressive Insurance Harley-Davidson SuperTwins class will be replaced in 1998 by Progressive Insurance Pro Thunder, a new road racing series that will feature singles, twins and triples racing together, according to the AMA. The class was outlined in a press conference at the Mid-Ohio Sports Car Course on Sunday, July 20, and was met with mixed reaction by those in the paddock.

With details still to be finalized, eligible bikes will include the following four-stroke engines: unlimited singles; 600-850cc liquid-cooled twins (except desmodromic); 700-1100cc air-cooled twins; 800-1250cc pushrod twins; and 700-900cc triples. This would include a range of motorcycles, including the likes of the KTM Duke, Yamaha's TDM850, BMW's R1100, Moto Guzzi's Sport 1100, Ducati's 900SS, Buells and Harley-Davidsons. Although the AMA has said that 883s will be eligible, it's hard to imagine one being competitive.

The most vocal of those against the new series was one of the stars of the current TwinSport class, Dave Estok. Following his second-place finish in the race on Sunday, Estok lashed out at the AMA's announcement in the post-race press conference.

"It's the worst thing they ever did - I'll be the first to say it," Estok said. "How do you not get rid of Formula Xtreme, but get rid of the Harleys? You know how many people come to the races to see the Harleys, especially at Daytona. Have you ever been over there to Hog Heaven and seen all those Harley guys? They ain't coming no more. They don't care about no Jap bikes. There will be all kinds of different lines, different horsepower... it's going to be a mess. I think the 883 class is one of the best up-and-coming classes. It's the only class out there where you have sponsors like Eric's, mine and Jake's. What other dealerships are bringing in 600s and stuff like that? No one. I guess the AMA doesn't like Harleys. That's all I've got to say - it's the stupidest thing they're doing. If it weren't for the Harleys, I wouldn't be doing the Nationals for the last couple of years. I can't afford to do it. I'm not rich like half the guys out there. It's brought a lot of us into road racing and now they're getting rid of it - they just don't understand. The 883 will not be able to compete with the other guys."

Many joined Estok in being surprised that Formula Xtreme avoided the knife, considering that most of the races feature anorexic grids of true Xtreme bikes filled with leftover 750cc Supersport entries. Throw in the fact that the series is dominated by one team - Erion Racing - and it was somewhat surprising that it had made the cut for 1998. The AMA, though, is apparently happy with the growth of the class and has had encouragement from the manufacturers that more entries would come in 1998.

Tilley's Harley-Davidson's Don Tilley, a longtime supporter of the Harley-Davidson 883 class, wasn't surprised by the move.

"I didn't know how or what, but I knew it was coming," Tilley said. "I hate to see that class go away. There are now a lot of Superbike racers that have come from racing those bikes. They're heavy and I think they're good for training riders. It's the AMA's call."

Can a Harley-Davidson be competitive within the new rules?
"I think so," Tilley said. "It'll be hard and expensive. But I'll build a Harley and run with 'em - maybe a Buell."

Sears Point. For more information, call 916/967-0262.

MX Sports, the promoters of the AMA Amateur National MX Championship at Loretta Lynn's, in Hurricane Mills, Tennessee, August 3-9, will be hosting an Industry class race for people who work in the motorcycle industry. Pre-entries are limited to 20. For more information, call 304/284-0084.

BORN: Chandler Roy Cauthen, to Pro-Am motocrosser David Roy Cauthen and his wife, Michele, on July 16.

FORMED: Sport-Twin Riders Association, by AFM road racer John A. Sweeney. The S-TRA is based around Sport-Twin News, a newsletter that Sweeney has been editing for more than two and a half years. For more information, call 415/922-1436.

CORRECTION: Off-road racer Tim Morton is marrying Jennifer Wilson at Mike's Sky Ranch in Baja California, Mexico - not Tom Morton, as we recently reported.

OPENED: Yoko Apparel's home page on the World Wide Web. The site can be found at the following address: <http://www.yokoformoto.com>.

AUTOGRAPH SIGNING: At Moto Vanier Kawasaki in Quebec City, Canada, on July 31 from 5 to 6:30 p.m., and at Premont Harley-Davidson in Quebec City from 7:30 to 8:30 p.m. Dirt track legend Jay Springsteen and Canadian dirt tracker Chris Evans are scheduled to appear. For more information, call 819/696-2134.

OPENED: J&K Raceway's home page on the World

moter's swap meet, scheduled to run in conjunction with the races, fell through, and they opted to cancel the whole program. No replacement race is planned, though an AHRMA event is in the works for next spring at the New Castle short track, according to AHRMA.

Tom Morgan Racing is currently accepting resumes for its 1998 Pro-Support program. AMA Pro riders expecting to finish in the top 100 in the 1997 Supercross and AMA National Championship Series can submit their resumes by September 30. Send them to Tom Morgan Racing, 1624 Linda Dr., Lake Havasu City, AZ 86403, 520/453-5061.

Reminder to trials fans: The 1997 U.S. Wagner Cup comes to the Donner Ski Ranch in Norden, California, on July 26-27, for rounds 15 and 16 of the World Observed Trials Championship. Among those who will compete are Doug Lampkin, Marc Colomer, Jordi Tarres, Kenichi Kuroyama, Bruno Camozzi and Amos Bilbao - as well as the top Americans. Each day will feature two loops of 14 sections. For more information, call 916/426-3635.

The correct date for the AHRMA/Speed & Sport Vintage Trials Series round at Sears Point in Sonoma, California, is August 23 - not August 24. The trial will run in conjunction with the rest of the AMA Vintage Motorcycle Days West at

1998 AMA Supercross and Nat'l MX schedule

There are no big changes in the AMA Supercross and 125/250cc National Motocross Series tentative schedules for 1998. Once again, the AMA Supercross Series will consist of 15 rounds and the outdoor Nationals 13 rounds.

There's only one real change in the Supercross Series schedule thus far: the return of the San Diego Supercross at Qualcomm Stadium, formerly known as Jack Murphy Stadium. With the return of the San Diego round, this means there will be no back-to-back rounds in Los Angeles, California, as there were this year. However, there is one TBA date on the new schedule, in April, and, as of yet, the Florida Supercross at the Citrus Bowl in Orlando is not on the list.

The schedule is as follows:

AMA SUPERCROSS SERIES

- Round 1: Los Angeles Memorial Coliseum, Los Angeles, California - January 10
- Round 2: Houston Astrodome, Houston, Texas - January 17
- Round 3: Sun Devil Stadium, Phoenix, Arizona - January 24
- Round 4: Kingdome, Seattle, Washington - January 31
- Round 5: Qualcomm Stadium, San Diego, California - February 7
- Round 6: RCA Dome, Indianapolis, Indiana - February 14
- Round 7: Georgia Dome, Atlanta, Georgia - February 21
- Round 8: Daytona International Speedway, Daytona Beach, Florida - March 7
- Round 9: Texas Stadium, Dallas, Texas - March 14
- Round 10: Metrodome, Minneapolis, Minnesota - March 21
- Round 11: Trans World Dome, St. Louis, Missouri - March 28
- Round 12: Silver Dome, Pontiac, Michigan - April 4
- Round 13: Charlotte Motor Speedway, Charlotte, North Carolina - April 18
- Round 14: TBA - April 25
- Round 15: Sam Boyd Silver Bowl, Las Vegas, Nevada - May 2

AMA 125/250CC NATIONAL CHAMPIONSHIP MX SERIES

- Round 1: Gatorback Cycle Park, Gainesville, Florida - March 1
- Round 2: Glen Helen Raceway, San Bernardino, California - May 10
- Round 3: Prairie City SVRA Park, Sacramento, California - May 17
- Round 4: High Point Raceway, Mount Morris, Pennsylvania - May 24
- Round 5: Budds Creek MX Park, Budds Creek, Maryland - June 14
- Round 6: MX 338, Southwick, Massachusetts - June 21
- Round 7: Red Bud Track 'N' Trail, Buchanan, Michigan - July 5
- Round 8: Unadilla Valley Sports Center, New Berlin, New York - July 19
- Round 9: Kenworthy's MX Park, Troy, Ohio - July 26
- Round 10: Washougal MX Park, Washougal, Washington - August 2
- Round 11: Spring Creek MX Park, Millville, Minnesota - August 16
- Round 12: Broome-Tioga Sports Center, Binghamton, New York - August 30
- Round 13: Steel City Raceway, Delmont, Pennsylvania - September 6

CYCLE NEWS

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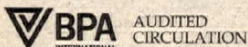
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VOICES LETTERS TO THE EDITOR

Misunderstood

In regard to Don Walter's recent letter (Issue #28, July 16), Wayne Gardner may have sounded like he was discounting Michael Doohan's record and Eddie Lawson's influence at Honda, and I can see how you may have drawn those conclusions from that one story. In the same interview, Gardner described Doohan's recent eclipse of Mike Hailwood's record of 37 500cc GP wins as "terrific" and had nothing but praise for his current status as the undisputed best rider in the world. Gardner added that he visited Doohan recently in Europe, spent time on his boat, and said their relationship is very good. Many expected Gardner to be jealous of Doohan's success, but if anything he's been singing his praises.

As for Lawson, they certainly were fierce rivals, but Gardner has always had great respect for him. Wayne's comments regarding Eddie's input into the 1990 NSR500 were simply the way he saw it - right or wrong.

Please don't think I'm on the Wayne Gardner payroll. I just thought I'd try to clarify a few aspects you picked up from that story.

Darryl Flack
Sydney, Australia

Flack is a regular contributor to Cycle News... Editor.

Liking Laguna

Yes, yes, another magnificent display of skill and courage by the men of World Superbike racing this past weekend at Laguna Seca - but it was stunt rider Gary Rothwell who rocked my shorts right down to the ground.

Jens Haerter
San Diego, CA

Bespectacled

I may not know a lot about motocross, but I just have to comment on the photo of a bespectacled Greg Arnette in your most recent issue (Issue #29, July 23). It's no wonder why he started designing his own line of sunglasses...

Julie Johnson
Manhattan Beach, CA

We misidentified Kent Howerton's mechanic in one of the photos that accompanied the

story. The man standing next to Howerton was actually Eric Crippa and not Greg Arnette. Thankfully, Crippa now has better taste in eyewear... Editor.

Enduro rules

In regard to Kit Palmer's Day Six column (Issue #28, July 16) - Viva American-rules enduros!

Matt Freeman
Rialto, CA

Sedalia almost perfect

I feel fortunate and proud to have attended the 25-lap Grand National Dirt Track at Sedalia, Missouri, and couldn't wait to receive my copy of Cycle News so I could relive from start to finish the dramatic events that occurred there.

In an otherwise excellent and accurate article by Scott Rousseau, I was mystified that not one line of copy or one photo was included about the Don & Gary Scanlan Memorial "Dash for Cash." To my knowledge, the \$3500 purse for the top six non-qualifiers from the National was the largest purse of the year. The group from the St. Joseph and Kansas City area, along with Dale Walksler and the Wheels Through Time Heritage Challenge, are disturbed and disgusted by this unpardonable omission.

Joe Neff
St. Joseph, MO

Unfortunately, weather conditions prompted the memorial "Dash for Cash" to be run last on the night's program. At that point, Rousseau was trying to talk to those riders who had just finished racing in the National. If nothing else, we should have included the results... Editor.

We stink

Your coverage of the World Superbike round at Laguna Seca (Issue #29, July 23) was very disappointing. It would have been nice to have more information on our boys from the World Superbike ranks. Russell, Kocinski, Hale and Edwards all deserved more emphasis. Don't get the wrong idea - everybody that was an AMA regular deserved the credit you gave them. But this wasn't an AMA-sanctioned race. It's good to see that DuHamel did such a good job. Too

bad Chandler and all the other regulars had such a disastrous weekend. It seems like there was a gremlin in the pits for our AMA boys.

Why wasn't there any coverage of Gary Rothwell? Pictures, comments from him - anything? The stuff that he did was unbelievable. And the only credit you gave him was a three-sentence paragraph at the end of your Briefly... comments. Come on, people, give credit where it's due. Ever try a stand-up burnout? It's no walk in the park.

Other than that, the paper is good.

Jim Vanderbeck
skeletor@pacbell.net

The TL1000

Now reports are coming back from Suzuki TL owners that the bike is "unstable" and shakes its head at every chance. Please allow me to vent. You TL owners knew what you were getting into before you bought the bike - and if you didn't, you should have. Look at the geometry and the performance figures. The bike's \$8999 list price plus the cost of a quality steering damper is still a bargain (and I am not a Suzuki fan).

Having put about 60 very hard miles on a TL, I'll sit back and wait for you frail wankers to sell the bikes at a loss, and laugh all the way to the apex. The bike has again raised the stakes in the sportbike wars, and at a great price to boot. The instability phenomenon is merely a growing pain in the sportbike life cycle. Bring on 1998 and beyond, with more radical geometry and more horses.

Jeff Shank
Omaha, NE

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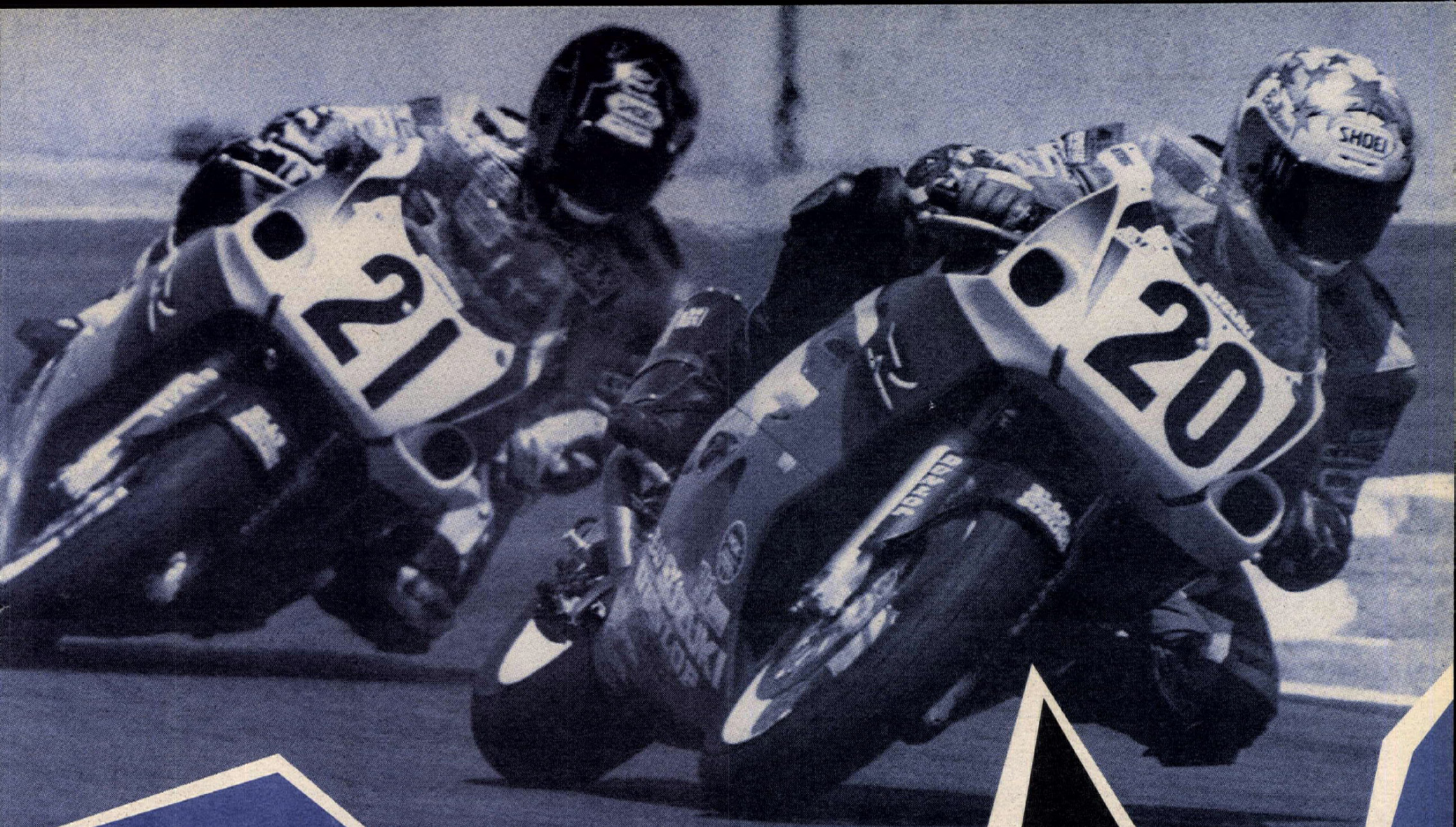
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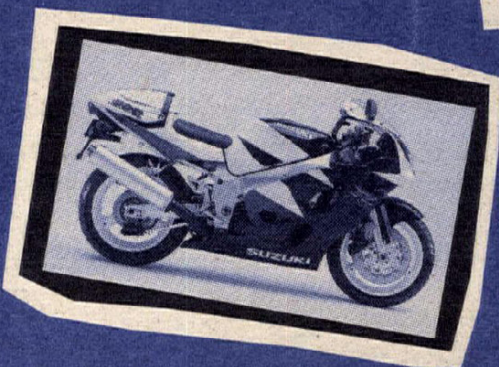
ON THE FRONT COVER

Four races, one Sunday. Miguel DuHamel, Jeff Emig, Will Davis and Michael Doohan all emerged from the weekend with victories. Photos by Henny Ray Abrams, Kinney Jones, Flat Track Fotos and Gold & Goose.



GSX-R600

**TO SEE HOW FAR BACK
EVERYONE ELSE WAS,
TURN TO PAGE 81.**



**Aaron Yates and Pascal Picotte go 1 — 2 at
Laguna Seca AMA 600cc Supersport.**

Look for the competition all you want, you're not going to find them. The only competition Team Yoshimura Suzuki's Yates and Picotte had was each other. A two-way battle escalated until, on the final lap, Yates made his move in the famous "Corkscrew" and screamed his lightning-fast Suzuki GSX-R600 to victory. Come see the GSX-Rs at your Suzuki dealer. And find out how to blow your competition right off the page.



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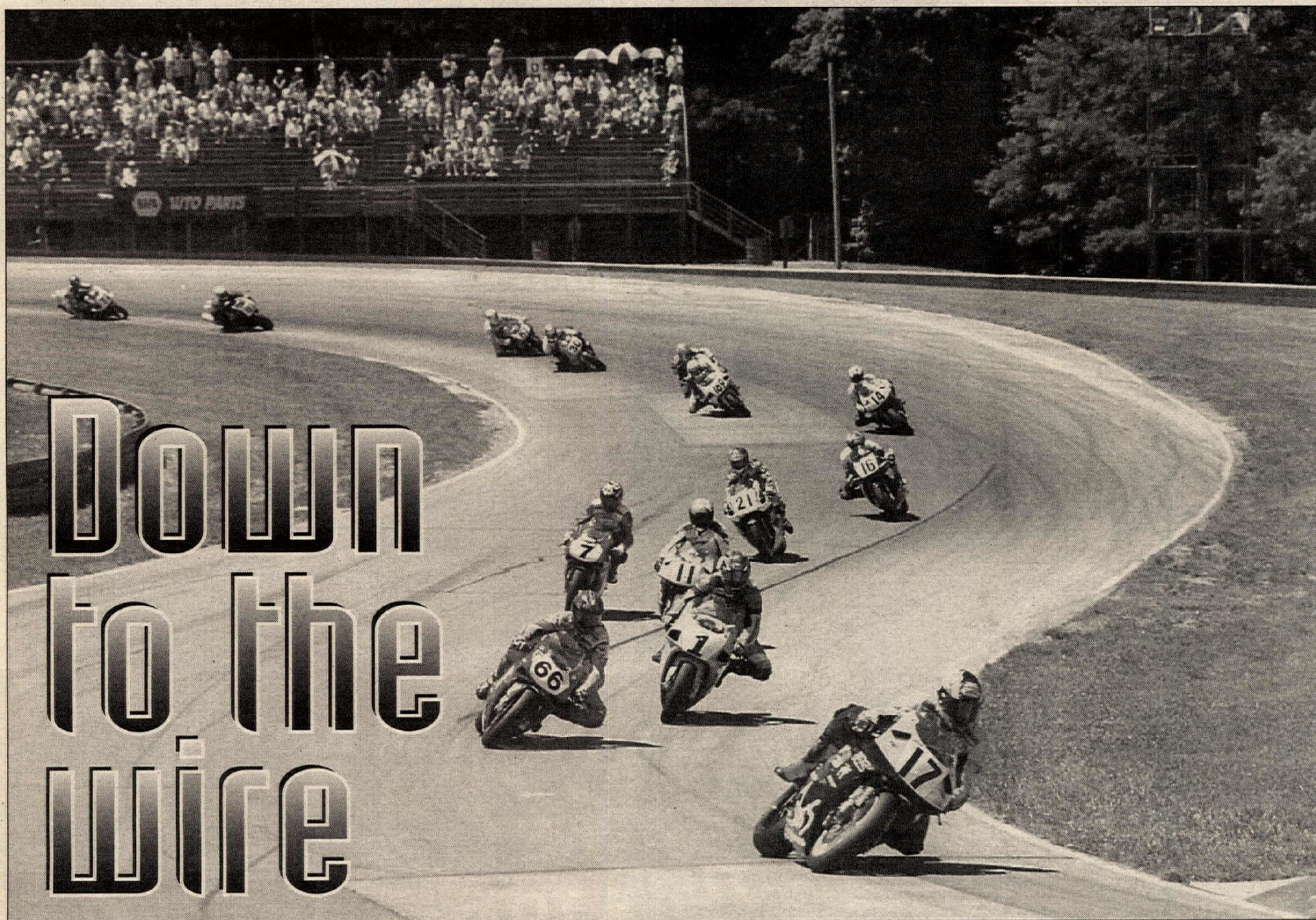
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ROAD RACE AMA/MBNA SUPERBIKE SERIES

Round 7: Mid-Ohio Sports Car Course



Down to the wire

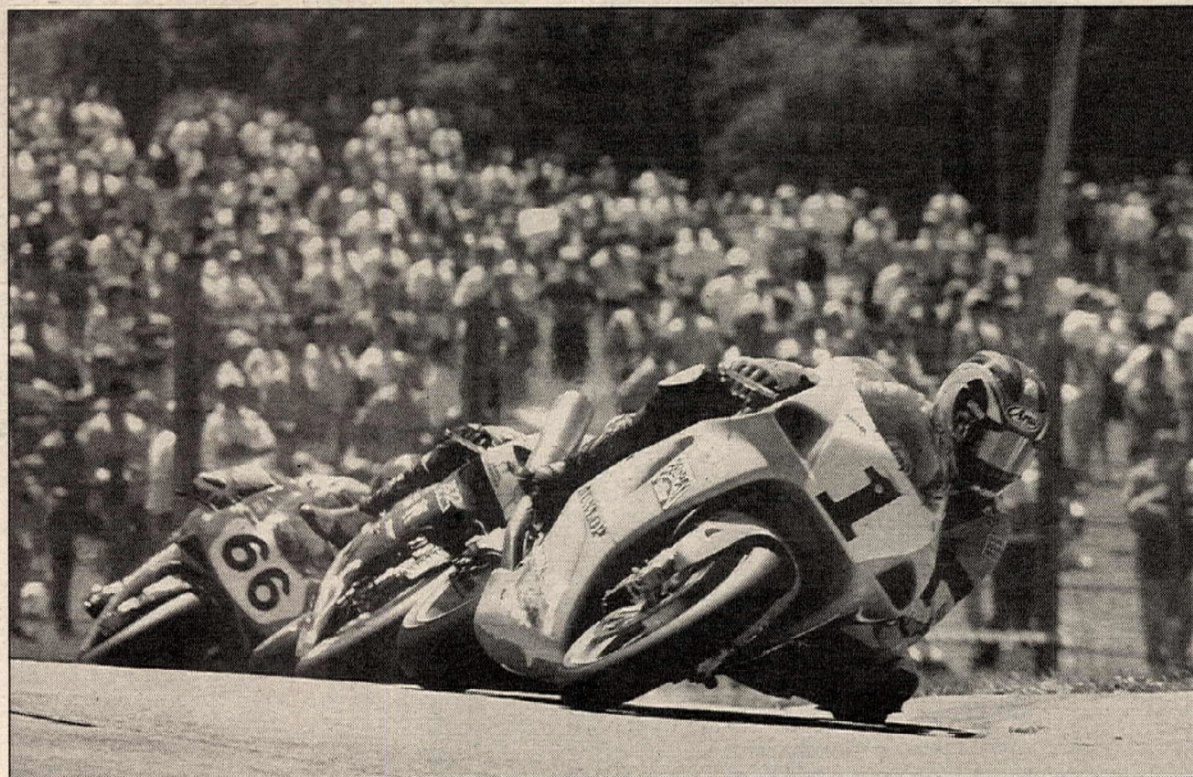
By Paul Carruthers
Photos by Henny Ray Abrams

LEXINGTON, OH, JULY 20

In what was inarguably the most thrilling AMA Superbike National of the season, Smokin' Joe's Honda's Miguel DuHamel and Muzzy Kawasaki's Doug Chandler battled to the bitter end at the Mid-Ohio Sports Car Course, with DuHamel winning the mad dash to the finish line by just .120 of a second.

It's rare indeed that a superbike race overshadows the always-intense battles of the 600cc Supersport class, but this one did just that. And initially it featured more than just DuHamel and Chandler. Early on, Fast By Ferracci Ducati's Mat Mladin was also a protagonist in the struggle; and later, Yoshimura Suzuki's Aaron Yates joined in after fighting his way to the front after a poor start. But in the end it came down to just two - DuHamel and Chandler - as Mladin faded to fourth with a misfiring Ducati, and Yates just didn't have enough to keep pace in the closing stages.

But in this case, two was plenty. In a race made all the more interesting by the multitudes of lapped traffic, neither could make an advantage stick and it simply came down to the final lap. And there's no tougher racer in the series than DuHamel in a nothing-to-lose mood on the final lap, especially when Chandler has a championship to protect.



At the line, it was DuHamel winning for the 15th time in his AMA Superbike career, moving himself into a tie with Freddie Spencer for third on the all-time win list. He was happy, Chandler was happy... and why not? Both had turned in stellar performances that had the large crowd on its feet.

"Those were two of the most gratifying wins I've had in a long, long time," DuHamel said of his double 600cc Supersport and Superbike victories at Mid-Ohio. "It didn't look so good here. We were a second off in 600 and a bit off in superbike - what, a full tenth or something? I was just really riding hard. My bike was chattering bad and I

think I fell once or twice - I just forgot to fall all the way down. In Superbike, I saw four or five guys that would be up there and that it would be a hell of a battle. I was really able to ride hard, through all those cement patches and ripples. Everyone was really going hard, and to come out on top in one of these really feels great."

(Above) Miguel DuHamel (17) got the jump on the field at the start of the Superbike National. Mat Mladin (66), Doug Chandler (1), Ben Bostrom (11), Thomas Stevens (7), Pascal Picotte (21) and Tom Kipp (16) give chase. (Left) Chandler leads DuHamel and Mladin in their heated battle for the lead.

Although the race couldn't have been any closer, it might have been different if the two were positioned differently in the championship. After all, Chandler had plenty to protect; DuHamel could throw caution to the wind. That became clear after Chandler nearly ran off the track in one of several Braking Wars at the end of the back straight. At that point, Chandler made a simple decision: Don't risk crashing.

"When I about put it off the race track, I really started thinking hard," Chandler said. "I thought, 'Boy, if I would have put it off on the grass, that would really be stupid.' I just told myself, 'You can't do that.' I proceeded to go ahead and keep racing, but I wasn't going to go over my head anymore like that."

He was afforded that option because Mladin, his main rival in the title chase, had dropped off the pace, ultimately finishing fourth with an ill-running Ducati. That meant that second place would still allow Chandler to gain ground, and now he leads the Australian by 20 points with three races left in the 10-race series, 219-199.

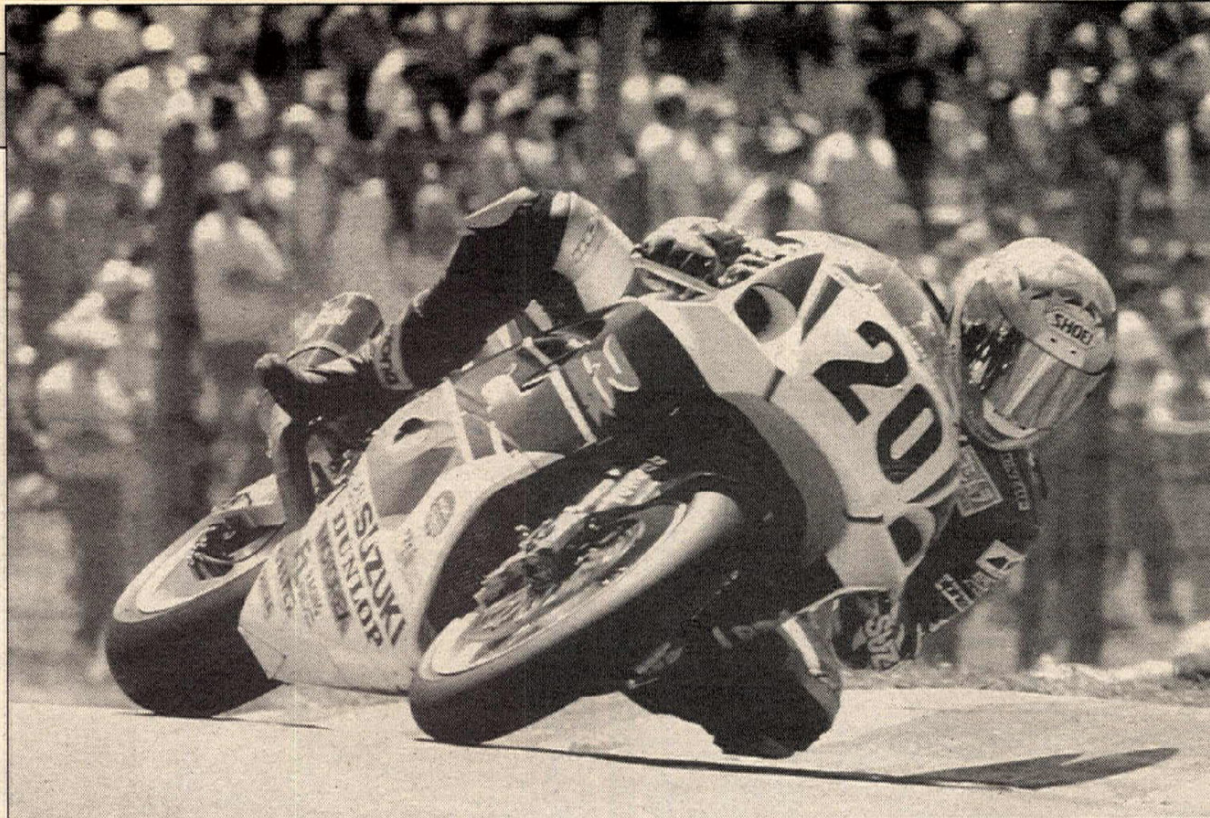
Yates, meanwhile, continues to impress. The young Georgian qualified on pole position (see sidebar), but a muffed start meant that he had to work hard just to get to the front group. He finally joined the tail end of the four-some on the 19th of 26 laps, but he ended up losing touch with the lead duo after disposing of Mladin and his sickly V-twin. Still, his effort moved him into a tie for fourth in the series with Smokin' Joe's Steve Crevier, eighth today, with 185 points - two behind DuHamel, who vaulted all the way to third in the standings from sixth, with 187 points.

Yoshimura Suzuki's Pascal Picotte ended the race in fifth place after getting the better of Yamaha's Tom Kipp, the two battling for position for the majority of the race. Then came Harley-Davidson's Thomas Wilson, the Ohioan running off the track in turn one on the second lap after making a miraculous save of a near crash. That put him well outside the top 15, but he pressed on - ultimately finishing seventh after a hard ride.

Crevier was eighth, Zero Gravity's Ben Bostrom was ninth (after being forced to pit for a stop-and-go penalty for jumping the start) and Muzzy Kawasaki upstart Tommy Hayden was 10th. Then came top privateer Tripp Nobles on the Tilley's Harley-Davidson VR1000, ahead of Chris Carr's factory VR and the privateer Kawasaki of Canadian Michael Taylor. Fast By Ferracci's Gerald Rothman Jr. was 14th, clear of Attack Performance's Paul Harell and Yoshimura Suzuki's Larry Pegram, the latter barely nursing his blown-up GSXR750 to the finish.

Under brilliantly sunny skies and with temperatures hovering in the mid-80s, the seventh round of the AMA Superbike Series got under way with Mladin leading the way into turn one, only to be passed right away by DuHamel. Crevier, meanwhile, was lucky not to be on the ground after coming in contact with Kipp.

"Aaron (Yates) was out of control," Crevier said later. "And something happened with Kipp. I thought I'd put an effortless pass on Kipp - he straightened up and I tried to blast through. He threw it over a second time and we hit. I was going down, my left bar got pushed and my front wheel was going under his bike. I accelerated to keep it upright. I was pretty lucky to get out of that one."



(Left) Aaron Yates was forced to come from behind after a poor start. The pole sitter managed to climb all the way up to third place at the finish.

(Below) DuHamel takes a victory lap after a well-deserved win - the 15th of his AMA Superbike career.

Bostrom, meanwhile, had his RC45 up to fourth, despite starting on the second row. His start was a bit too quick, at least according to the AMA, and he was signaled to pit for a stop-and-go penalty.

"I rolled like two or three feet, but the bike's like 4 feet long," Bostrom said. "I was stoked because I was with the lead group. I saw that board and my heart sank."

Somewhat dispirited, Bostrom pitted for the stop-and-go, rejoined the pack outside the top 15 and fought back to an eventual ninth.

Mladin put the Ducati at the front of the pack on the fourth lap, passing DuHamel while braking for the tight right-hander at the end of the long back straight. It was the first of many great braking duels in turn six. With Mladin looking like a threat to leave the others behind, Chandler quickly made a move, sliding under DuHamel to take over second place. Just as quickly, Chandler moved in behind Mladin and he outdueled the Australian under braking into turn six on the eighth lap, taking the lead for the first time.

Then it was Chandler's turn to make a break for it - and he did just that. After 12 complete laps, Chandler had the Kawasaki out front by 1.7 seconds. DuHamel, meanwhile, had the first of his near misses when he tried to out-brake Mladin at the end of the back straight. The French Canadian went in a bit hot and was forced to pick the RC45 up and run wide on the exit. No harm, no foul.

Stevens wasn't so fortunate; he crashed the Vance & Hines Ducati after "overriding" the still underpowered Ducati. Once he'd stopped sliding, Stevens took out his frustration with a right hook to the fairing and gas tank.

"We have a persistent overheating problem and, until we get that solved, we can't run with them," Jim Leonard, Stevens' crew chief, said. "Thomas had to override it and you can only do that for so long."

Just as quickly as Chandler had opened a lead, it was gone. With Chandler badly balked by lapped traffic on the 16th lap, the trio were back together again - and DuHamel was now running second after successfully making a second attempt on Mladin in turn six. Then Chandler was pushed wide by a backmarker and DuHamel moved through on the inside. But just as quickly, Chandler got him back under braking at the end of the back straight.

On the 18th lap, DuHamel was able to get under Chandler in the Carousel



when the latter was blocked by a lapper once again. All of the lapped traffic had hindered the pace somewhat and Yates had used it all to his advantage, moving to the back wheel of Mladin with seven laps to go. It was the culmination of a strong ride back from a bad start.

"At the start, I just kind of over-revved the thing and slipped the clutch," Yates said. "I guess I just need to practice my starts or something. It just slipped and slipped and finally I just dropped it and the front came up. I was way back and I just did what I had to do. I got by guys where I could and made a charge. I thought I had a chance. I saw the guys up there in front of them and knew they'd be in their

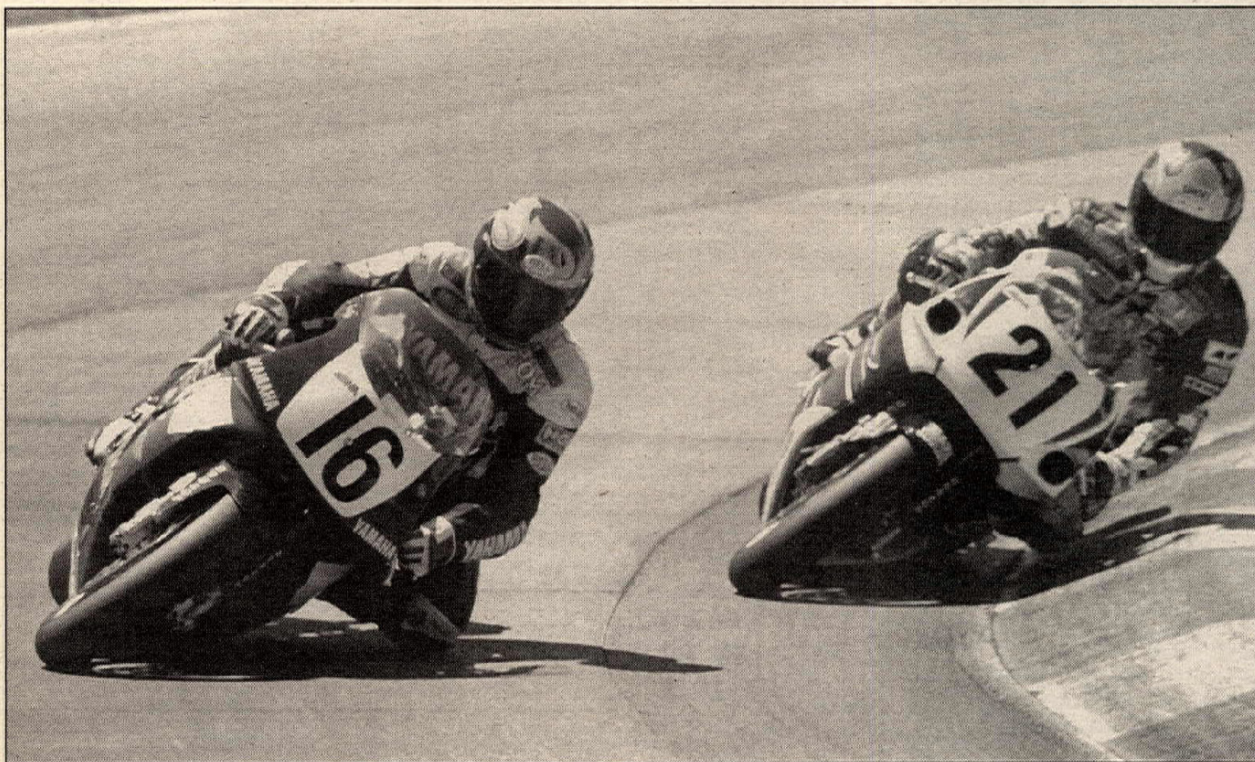
way for the next couple of turns. I figured if I was going to get a break, that was it. I was just trying to ride good while the track was clear in front of me. I just tried to go as good as I could and make up some ground on 'em. Once we got through that, I kinda hung there for a while. Then we hit another few guys and they kinda got out. Those two guys got hooked up together and took off. I started sliding around a bit and my bike was wobbling and stuff. I think my shock started fading. Once I got around Mat and saw that he wasn't going to make a charge on me, I was comfortable there."

Mladin couldn't charge - his Ducati wouldn't allow it.

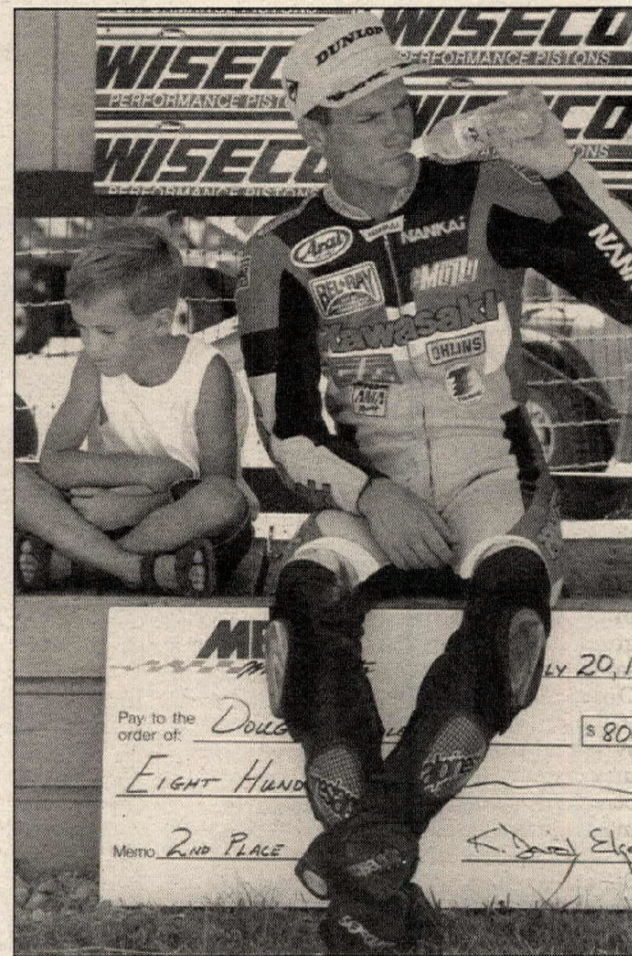


ROAD RACE AMA/MBNA SUPERBIKE SERIES

Round 7: Mid-Ohio Sports Car Course



(Above) Tom Kipp (16) and Pascal Picotte (21) battled for most of the race. In the end it was Picotte taking fifth with Kipp sixth.
(Right) Doug Chandler may have finished second, but the result was good enough to further extend his championship points lead. Here he is joined by son Jett prior to the winner's circle celebration.



"About halfway through, the bike started to misfire and (was) quitting," Mladin said. "It ran good for the first half of the race and then it just started misfiring. There was nothing I could do; I was lucky to finish. The last few laps, I didn't think I was going to finish. It was a good race - I wish I was there for the whole lot of it. He (Chandler) got a good run through the first part of the traffic and we got a good run through the second part."

So it was down to two: Chandler and DuHamel. On the 20th lap, Chandler ran it into turn six deep, running wide on the exit and nearly going off track. It was a crucial moment in the race, because it changed his attitude. But the race was still on and Chandler was in with a chance until a final lapped rider in the Keyhole ruined his drive and any chance of a pass at the end of the back straight. That was all DuHamel needed.

"It's just a matter of working hard," DuHamel said. "The team is working hard on the bike. We've been having problems with the suspension since 1995, having trouble trying to figure it out. Back then it was okay because I don't think everybody had their act together real good. Today, you just can't afford to do that. Doug (Chandler) was riding really strong today. When I was with Mat (Mladin) back there, I was thinking, 'C'mon, Mat, get back up there.' I couldn't get out of the Keyhole to save my life and I was losing a lot of time. I was trying to make it up on the brakes and that one time when I tried to pass Doug... I thought I wasn't running it in there too much kamikaze, I didn't feel too dumb doing it. But when I got in there, I braked and the bike got sideways and started sliding. I was trying to brake more and finally I didn't feel too smart when I did that. I was coming inside Doug and I was thinking, 'Oh, man, we just played a game of golf not too long ago and he's not going to play golf with me anymore.' It wasn't on purpose, and he saw the bike sliding and everything. That corner is really deceiving. You go in there every time and you think you're not going in there that deep. It's like, 'C'mon, get serious.' You go in there half an inch further and you're like a millimeter from not making the corner. It's real greasy and hard to judge out there. It wasn't scary; I just

didn't feel too smart. I was just hoping that nothing happened to Doug. When you mess up like that, you just hope you're by yourself and you don't take anybody with you.

"The race was great," DuHamel added. "I heard Mat's bike pop a few times, so I noticed he was having bike problems. I thought he would be with us the whole way. It was really a good

race. Doug was riding hard and it took everything we had. Lapped traffic helped us sometimes, and sometimes it hindered us. All in all, I think it hurt Doug more than us. Once I got back up there, I was just trying to figure out, 'Where can I get him, where can I get him?' It was a lot of work."

Chandler was all smiles. He'd enjoyed a good race.

"Going into this year, I thought I could get on the podium in all the races - that was my goal," Chandler said. "I pretty much blew that a couple of races ago, but we're still consistently top five. I think if we can continue that and not let Mat (Mladin) beat us too badly, we're looking good for the championship. Today, the bike was working really good and I was really happy

Record breakers

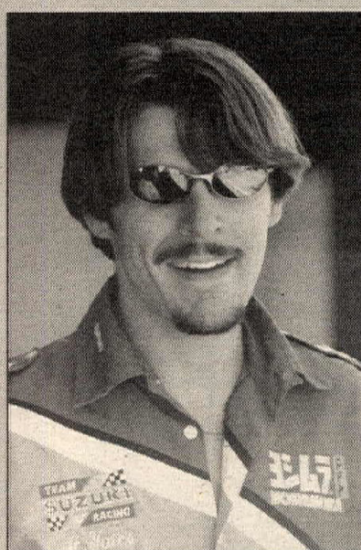
It took three years to break Colin Edwards II's superbike lap record at the Mid-Ohio Sports Car Course, but when it happened, it happened big - with seven riders lapping under the existing record of 1:29.176. Those seven were led by Yoshimura Suzuki's Aaron Yates (right), the laid-back Georgian lapping at 1:28.610 (97.506 mph) in the closing stages of the final session.

For Yates, the quick time was just a natural progression - now that he's finally worked out the setup problems with the Suzuki GSXR750.

"I like this track a lot," Yates said. "I guess you could say it's pretty technical - a lot of curves and a lot of turns. You've got to muscle the bike around and ride it really hard."

The bike has gotten so good lately that we've only made a few changes - two clicks on the front and a couple on the rear. I've just been riding the thing and trying to sort out carburetion stuff just to get the bike to run better. That's what we spent all this morning with. And we ended up going back with the carbs we started out with the other day. That's what happened the other week: We made a bunch of changes but ended up going back to what we had. We tried some different things with the ignition and it really made a lot of difference there in the last session. We used a different ignition box with a little more advance and it made the bike a lot faster. I didn't know how fast I was going because they didn't hook up the lap-timer sensor - so I had no idea what times I was doing. I was just going as hard as I could. I guess it was a qualifying tire - I don't know. They just said, 'Try this tire.' I figured it was a qualifier because it went off in two or three laps and started spinning a bit."

Behind Yates came Muzzy Kaw's Doug Chandler - balked on both of his fast laps by eventual non-qualifier Dr. Dave Kieffer.



"Both times I had qualifiers on, I hit traffic," Chandler said. "I did two 28.6s - both times I caught him. The traffic is really bad."

Chandler wasn't alone in his criticism of the traffic. With 50 riders attempting to qualify, things were tight on the 2.4-mile race track. Smokin' Joe's Honda's Miguel DuHamel, who ended up third with a 1:28.787, was even more vocal - especially since he'd had a run in on Friday with Paul Harrell (see Briefly...).

"Obviously, I felt confident that I could go faster and get pole," DuHamel said. "I went out and couldn't get a clear lap so I came back in, put a qualifier on went back out. I had a good lap going and I just got too aggressive on the throttle coming out here and it slid sideways - that was a 28.8. The next lap, I tried to smooth out and didn't have a real good lap going. I still slid here and there, and then I was with Ben Bostrom coming into the corner with all the oil. He was looking back, but he never saw me. I was waving at him but I guess he was coming in. That lap was a 28.7. I'm pretty disappointed because I think we could have gone faster, but those guys did their job and it's the same thing for everybody out there. The traffic is unbearable. It's not just that the traffic is slow, but they're unpredictable. They're off-line like they have a mechanical problem, then they just put it in on the race line. It's pretty hazardous out there."

The front row would be filled by Fast By Ferracci's Mat Mladin with his 1:28.884. Still, it wasn't enough to please the Australian.

"It's just me," Mladin said. "I'm the worst qualifier in the world. I'm hopeless. For some reason, when I go out there, I seem to get stuck behind someone or... Well, it's not just that. I've never been a big believer of going out there and qualifying for the pole. I think the point for the pole should really happen. You'd probably have a much better idea of what's going to happen on Sunday if you didn't have that point for pole - I think. It's good if people want to go out there and try for the pole, but I did my fast times only 25 minutes into the session. I was all done then. We came in at the end of the session and put on a tire that's too soft for the race. We put it on and I went out and went half a second slower. I'm not a big believer in qualifying; I just like to get set up for the race. There are more points to be earned on Sunday than there are on Saturday, so I don't concentrate too much on it. We're looking pretty good for the race tomorrow. Hopefully, it'll be a good race. I don't know, but I know what we've got for the race."

The second row would be led by Yamaha's Tom Kipp, the Ohioan at his home race track in front of his family and friends. Kipp clocked a 1:28.913 - the last rider to lap in the 28s. He was joined on row two by Yoshimura Suzuki's Pascal Picotte, H-D's Thomas Wilson and Vance & Hines Ducati's Thomas Stevens.

In all, 44 riders ended up making the cut for the Superbike National.

with my setup. Everything was working great. I didn't really put it over my head, but I put some effort in to try and get away. We came up on some guys and I lost everything. I just couldn't take the risks. At one point, I almost put it off the track and I thought, 'I can't do that.' I looked back and it was just Miguel and I didn't really see Mat so I thought, 'Well, I'm going to try to keep Miguel in between us to give me even more points,' but Miguel put his head down for the last two laps."

Yates arrived at the finish line 5.8 seconds after Chandler, but another couple of seconds ahead of Mladin. Then came Picotte, just ahead of Kipp.

"My start was half-and-half," Picotte said. "I was with the lead group. When they gave Ben (Bostrom) the meatball flag, he stuffed me right after that. Maybe he didn't see the flag, so that's okay. The bike was working really good today, except we can't use the same tire as the leaders. We can't get it. Only three guys got the good tires (Chandler, DuHamel and Yates used World Superbike-spec Dunlops). I understand that they (Dunlop) need to beat Michelin, so I can understand giving them to Doug and Miguel. But the rest of us should be treated the same. Believe me, those tires make a huge difference."

Wilson put the Harley across the line in seventh place, lucky not to have crashed.

"I was hanging on with my right leg," Wilson explained. "And dragging my body on the other side. I went off the track and that was it." **CN**

Mid-Ohio Sports Car Course Lexington, Ohio

Results: July 20, 1997 (Round 7 of 10)

SUPERBIKE QUALIFYING: 1. Aaron Yates (1:28.610/97.506 mph); 2. Doug Chandler (1:28.620); 3. Miguel DuHamel (1:28.787); 4. Mat Mladin (1:28.884); 5. Tom Kipp (1:28.913); 6. Pascal Picotte (1:29.011); 7. Thomas Wilson (1:29.128); 8. Thomas Stevens (1:29.211); 9. Steve Crevier (1:30.073); 10. Larry Pegram (1:30.116); 11. Tommy Hayden (1:30.324); 12. Ben Bostrom (1:30.494); 13. Chris Carr (1:30.735); 14. Gerald Rothman Jr. (1:31.104); 15. Tripp Nobles (1:31.226); 16. Doug Polen (1:31.501); 17. Michael Taylor (1:31.725); 18. Paul Harrell (1:32.402); 19. Jason Pridmore (1:33.073); 20. Daniel Bailey (1:33.523); 21. Eric Moe (1:33.566); 22. Michael Barnes (1:33.726); 23. Dale Kieffer (1:34.036); 24. Brian Gibbs (1:34.084); 25. Dax Snow (1:34.116); 26. Mark Miller (1:34.443); 27. James Randolph (1:34.697); 28. Anthony Lupo (1:34.779); 29. Brett Metzger (1:34.869); 30. James Milroy Jr. (1:34.998); 31. Richard Alexander Jr. (1:35.580); 32. Roger Bell II (1:35.610); 33. Jamie McNaughton (1:35.833); 34. John Jacobi (1:35.879); 35. James Kosar (1:35.912); 36. Christopher Rankin (1:35.939); 37. Shane Clarke (1:36.797); 38. Boyd Bruner (1:37.060); 39. Dean Mizdal (1:37.275); 40. John Spitulski (1:37.356); 41. Jimmy Moore (1:37.359); 42. Jay Doyle (1:37.773); 43. Mike Walsh (1:37.786); 44. Anthony Faria Jr. (1:37.805).

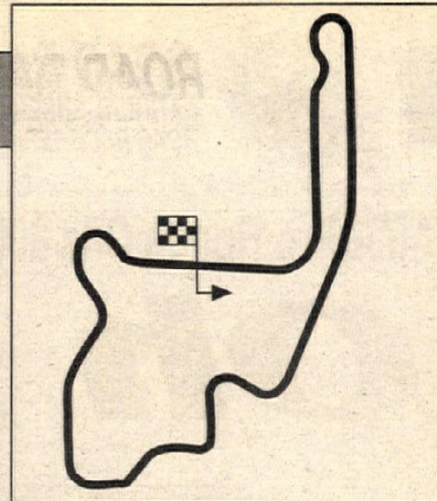
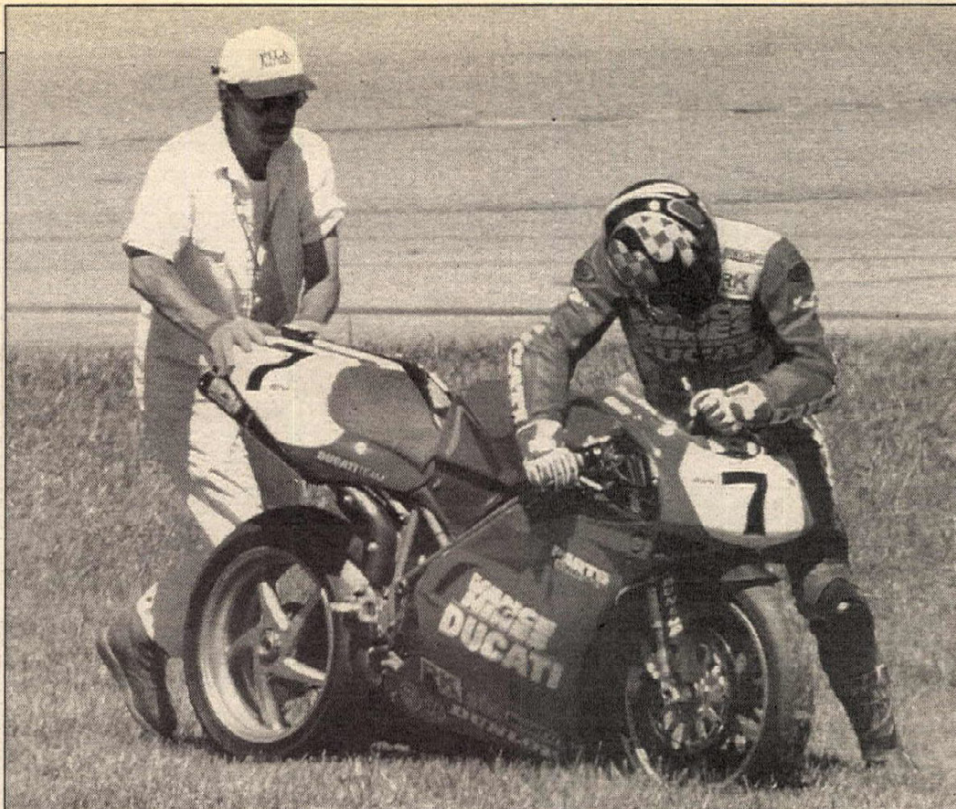
SUPERBIKE NATIONAL: 1. Miguel DuHamel (Hon); 2. Doug Chandler (Kaw); 3. Aaron Yates (Suz); 4. Mat Mladin (Duc); 5. Pascal Picotte (Suz); 6. Tom Kipp (Yam); 7. Thomas Wilson Jr. (H-D); 8. Steve Crevier (Hon); 9. Ben Bostrom (Hon); 10. Tommy Hayden (Kaw); 11. Tripp Nobles (H-D); 12. Chris Carr (H-D); 13. Michael Taylor (Kaw); 14. Gerald Rothman Jr. (Duc); 15. Paul Harrell (Yam); 16. Larry Pegram (Suz); 17. Michael Barnes (H-D); 18. Brian Gibbs (Suz); 19. Dale Kieffer (Suz); 20. Daniel Bailey (Suz); 21. Dax Snow (Suz); 22. Brett Metzger (Suz); 23. Doug Polen (Suz); 24. Eric Moe (Kaw); 25. Chris Rankin (Suz); 26. John Jacobi (Suz); 27. James Randolph (Suz); 28. James Kusar (Duc); 29. Jay Doyle (Suz); 30. Jamie McNaughton (Suz); 31. Roger Bell II (Suz); 32. Boyd Bruner (Suz); 33. Anthony Faria Jr. (Suz); 34. Jimmy Moore (Suz); 35. John Spitulski (Kaw); 36. Shane Clarke (Suz); 37. Dean Mizdal (Suz); 38. James Milroy Jr. (Kaw); 39. Thomas Stevens (Duc); 40. Mike Walsh (Yam).

Time: 38 min. 57.630 sec.
Distance: 26 laps, 62.4 miles
Average speed: 96.098 mph
Margin of victory: 0.120 sec.

AMA SUPERBIKE NATIONAL CHAMPIONSHIP POINT STANDINGS (After 7 of 10 rounds): 1. Doug Chandler (219/1 win); 2. Mat Mladin (199/3); 3. Miguel DuHamel (187/2); 4. (TIE) Steve Crevier/Aaron Yates (185); 6. Pascal Picotte (184); 7. Tom Kipp (133); 8. Larry Pegram (127); 9. Tommy Hayden (122); 10. Paul Harrell (113); 11. Tripp Nobles (94); 12. Chris Carr (86); 13. Eric Moe (84); 14. Gerald Rothman Jr. (81); 15. (TIE) Dale Kieffer/Dax Snow (80); 17. Ben Bostrom (71); 18. Doug Polen (70); 19. Thomas Wilson Jr. (68); 20. (TIE) John Jacobi/James Randolph/Chris Rankin (61).

Upcoming Rounds:

Round 8 - Colorado Springs, CO, August 17
Round 9 - Sonoma, CA, August 31



Thomas Stevens crashed his Vance & Hines Ducati out of the race while running fifth. Then he proceeded to beat his fist on the fairing, cracking the windscreen.

Briefly...

The talk of the paddock early in the weekend was the near squabble between **Miguel DuHamel** and privateer **Paul Harrell** after the two came together during qualifying on Friday. Naturally, each had a different version of what happened. "The guy was way on the inside, doing the racing line," DuHamel explained. "I was going to try to pass him on the inside, but he was already in there. I had already been behind the guy for a lap. I pulled on the outside and this guy just kicks his leg out and starts moving over. He hits my fairing with his foot and he moves over. Obviously, I'm not too pleased with the situation. He missed the pit exit, so he was pretty mad about that. We get over here and he's kind of looking at me like, 'What's your problem?' My problem is, he almost made me crash. So I give him the 'You're number one in my book.' I don't like behaving like that, because I like to behave in the proper manner for everybody around who watches races, but I got mad. I went to my pit lane and he came over and started telling me it was my fault and stuff like that. I pushed him off and I think he must have a cat fetish because he was trying to scratch me. I think I could hear him meow, too. I got off the bike and Ray (Plumb) and Arnold Schwarzenegger were holding me down - it would have been a bad deal if that wouldn't have happened. It was just the situation. Like I've said, I've made mistakes - everybody makes mistakes. When I make a mistake and someone is giving me hell over it, I just be quiet and take it. But this guy was hell-bent on like... it's his track, get out of the way. It's forgotten. Some people say I hit him, but I didn't. If I'd hit him, he'd know the difference from a push. I'm laughing about it now. I mean, what are we going to do, start a war here?" Harrell, the top-ranked privateer in the AMA/MBNA Superbike Series, had a different version. "It was a simple deal," Harrell explained. "I was coming off the track in turn 11 and had my leg out. He came around the outside with three feet to spare. My foot clipped off his fairing. It was no big deal. I just kept going and didn't think anything of it. He slowed down and I couldn't get off the track. Then he gives me a dirty look and I gave the usual, 'Sorry, man.' He turned around and looked at me and when he turned around the third time, I flipped him off. Into one, I broke hard. I wasn't brake-checking him, but I kind of goosed it. He started making gestures and I just wanted to pull off and then go back out. He was yelling and screaming at me and waving at me like he wants to fight. Of course, he rode to his pit. I rode up and felt a tap on my faceshield, so I slugged him. Ever since this whole ordeal, I can't even tell you how many people have come up to tell me that they were glad I stood up to him."

Instead of its familiar black **Team Oliver Yamaha** dualie and trailer, the 250cc GP and 600cc Supersport team showed up at Mid-Ohio in a yellow Ryder truck with Florida tags after the team's 1986 Ford blew up in en route. Jeff Mayer, Oliver's crew chief, said the engine threw a rod in Davenport, Iowa, about 500 miles from the Ohio circuit, on Wednesday. The team spent four hours transferring everything from their trailer to the Ryder truck, then set off for the race, arriving early on Thursday morning, instead of on Wednesday evening as planned. **Rich Oliver**, who had flown to Columbus on Tuesday to acclimate himself to the time change, said he found out when he was paged at the track. He wasn't surprised. The motor had about 300,000 miles on it, Oliver said, and would be replaced by a new Ford motor by the time they returned to Iowa on Monday. Because the old motor was so tired, it couldn't pull the rig up the hilly entrance to Laguna Seca Raceway. "We had to have someone push us," Oliver said. "Maybe now we can make it up the hill."

The Mid-Ohio Sports Car Course paid a **\$94,500 purse** for the Honda Super Cycle Weekend, with \$60,000 of that going to the Superbike class. Miguel DuHamel pocketed \$10,000 for winning the 26-lap, 62-mile race. Doug Chandler took home \$7000 for finishing second, while Aaron Yates ended up with \$5000 for third place. The win was DuHamel's second at the Mid-Ohio track and it also moved him into a tie for third with Freddie Spencer on the AMA's all-time Superbike win list. "That feels good, it really does," DuHamel said. "It's nice sometimes to look at those statistics and see that you are getting up there with some pretty stout company. It makes me feel good. Like we proved last weekend in World Superbike, AMA racing is as competitive as anywhere in the world. You could

take a bunch of guys in Superbike and put them anywhere in the world, and they'd be right there in the heat of it."

Team Yoshimura Suzuki's Aaron Yates didn't enter the Elf Fuels/Lubricants 250cc GP class; it just looked that way. Yates loaned a tattered set of his leathers to **Danny Walker**, the former 250cc GP racer who now runs the American Supercamp dirt track schools. Yates used blue tape to cover over his name on the front and back of the leathers. Given the height difference between the two riders, it appeared they wouldn't be a suitable fit, but they were. Walker was entered in his first AMA 250cc GP race in two years on a Moto Liberty Honda. He finished 10th in Sunday's 250cc GP final.

When questioned about the rumors of two Suzuki teams for 1998 - one using the TL1000 twin and the other using GSXRs - **Aaron Yates** said: "Well, they kinda think I would do better on the four-cylinder. But I told 'em that I want to have the chance to try each bike and figure out which is going to be the best. But there's a lot of stuff happening right now and I don't know what I'm going to be doing next year. There are a lot of people interested." Next to Miguel DuHamel, Yates seems to be the hottest property in the series now, given that Doug Chandler is expected to stay put with Muzzy Kawasaki. In addition to Suzuki, Honda is known to have expressed interest in Yates.

The riders were pleased with the changes that Mid-Ohio made to the **runoff area** of the final corner, a fast left-hander that used to be lined with a concrete wall. The wall has been pushed back and a gravel pit now separates the race track from the tire-covered wall. H-D's Chris Carr was the first to test out the extra runoff when he crashed there on Thursday, escaping without injury in a corner where it was almost impossible to do so before the changes. "I've always been pretty good through there," Miguel DuHamel said, "even when the wall was there. It's a good safety thing. Yesterday, a guy or two crashed there, and there was just a big pile of dust and the guy walked away. It's a really good thing."

Miguel DuHamel's toughness has never been questioned - and neither has his sense of humor. After crashing and suffering **cracked ribs** and a concussion in the World Superbike weekend at Laguna Seca last week, DuHamel returned to Montreal to be checked by his doctor. "He said the ribs were cracked, so I didn't even have X-rays," DuHamel said. "I've had so many X-rays by now that I can change the TV channels just by looking at it and blinking like Jeannie."

H-D's **Thomas Wilson** said the team had finally found the suspension problem that had been plaguing the VR1000 almost the whole season. "We've had a suspension problem since Laguna," Wilson said. "We were looking at all the wrong places, but we finally found it. It's made a world of difference. We have a baseline setting now, but it would have been nice to have found that earlier in the year."

Yoshimura Suzuki's **Larry Pegram** had a rather forgettable weekend. The Ohioan was ninth in the 600cc Supersport final and 16th in the Superbike National after nursing his GSXR750 to the finish line. "It was blowing up the whole race," Pegram said. "It was running hot and spitting water up. I was tentative the whole race. Plus, I'm sick and my butt hurts. It's just a bad weekend." Pegram was still suffering the effects of his Laguna Seca crash during the World Superbike weekend, in which he suffered serious bruising to his posterior.

Matt Wait didn't compete in either the 250cc Grand Prix or the 600cc Supersport race at Mid-Ohio after suffering a torn rotator cuff in his right shoulder at Laguna Seca. Wait, though, was planning to fly to Japan on Monday from Columbus to compete in the Suzuka 8-Hour next weekend. Wait will ride an HRC-backed Honda with two Japanese riders.

Ohlin's World Superbike suspension specialist **Jon Cornwell** was on hand at Mid-Ohio, but not to work his magic with other riders' suspensions. Cornwell was there to race in the 600cc Supersport class. The Canadian was running well when he crashed in the final. "I'm just here riding," Cornwell said. "I wanted to have some fun on a weekend off (from his World Superbike duties). I found out I can still hang." So, was his suspension tuned to perfection? "I never touched it all weekend. It was good."



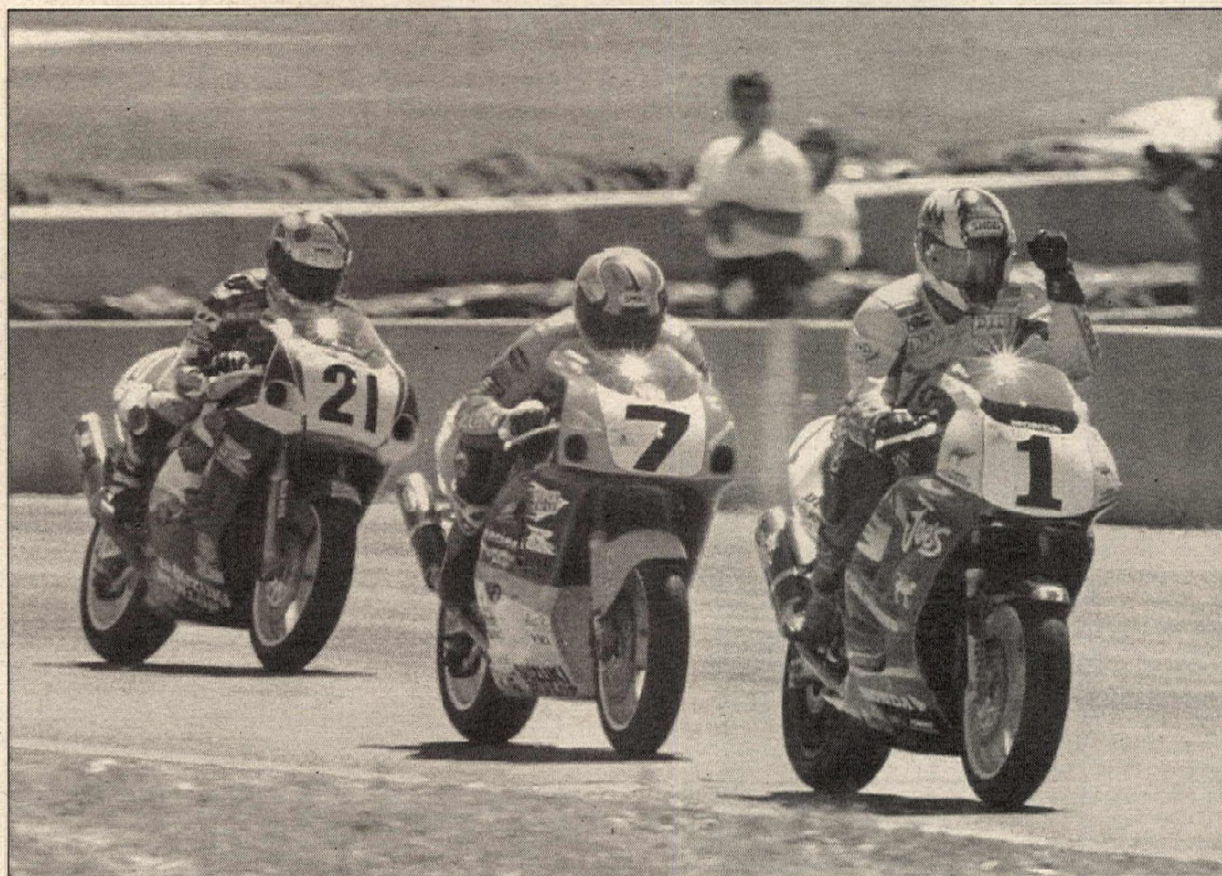
ROAD RACE
NATIONAL SUPERBIKE CHAMPIONSHIP
ROAD RACE SERIES

Round 8: Mid-Ohio Sports Car Course

AMA Pro Honda Oils 600cc Supersport Series

Oh so close

(Right) Miguel DuHamel (1) raises his fist in victory, but it was a close one as Jason Pridmore (7) and Pascal Picotte (21) ran with the French Canadian to the very end. (Below) DuHamel (left) and Picotte (right) spray the bubbly in celebration of their 1-3 finish in the 600cc Supersport final.



By Paul Carruthers
Photos by Henny Ray Abrams

LEXINGTON, OH, JULY 20

Only .010 of a second separated first place from second place in the 600cc Supersport final at the Mid-Ohio Sports Car Course. And third place was just as close. Naturally, Smokin' Joe's Honda's Miguel DuHamel and Yoshimura Suzuki's Pascal Picotte were together in that fraction of time - but they were separated by HyperCycle's Jason Pridmore, in by far his best 600cc performance of the season.

The race was again a classic in the mold of most 600cc Supersport finals. For most of the race there were four players going at it all around the 2.4-mile road course. That was trimmed to three when Yoshimura Suzuki's Aaron Yates crashed out while trying to pass his teammate Picotte for the lead. Four, three... it didn't matter. The three that were left made certain that the outcome was in doubt until the very end.

As he has proven a zillion times before, there may be no one tougher on the final lap than DuHamel. That was the case again today as the French Cana-

dian somehow found a way to win, barely beating both Pridmore and Picotte to the finish.

DuHamel's teammate Steve Crevier was a distant fourth, leading Yamaha's Tom Kipp and Kinko's Mike Smith across the finish line. Yamaha's Rich Oliver ended up seventh, followed by Muzzy Kawasaki's Tommy Hayden, Yoshimura Suzuki's Larry Pegram and 10th-place finisher Ben Bostrom, on the Zero Gravity Honda CBR600.

But fourth through 40th were nothing more than a sideshow. The main attraction was at the front and it featured unmatched drama. It also ended with a familiar face at the front, with DuHamel not only winning but further extending his championship points lead.

With four wins to his credit, DuHamel now leads Picotte by 16 points, 257-241. Yates is third - after picking his Suzuki up and finishing 12th - with 230 points, 16 points clear of Crevier's 214 points.

Only two riders led across the start/finish during the race - and DuHamel was the first to do so on the opening lap. It had been Picotte's holshot with Pridmore second, but DuHamel simply rode around the outside of Pridmore in turn one, then flicked it under Picotte in the kinks of turns two and three. Crevier, too, was on the move off the start, motoring around Yates to take over fourth place.

Picotte returned the favor to his countryman DuHamel on the following lap, passing in the kink. But it didn't last long as DuHamel was back in front again by the end of the back straight.

By this time, Kinko's Kawasaki's Jamie Hacking was out of the race, crashing the ZX6 in turn one.

There was soon a five-rider breakaway at the front: DuHamel, Picotte, Pridmore, Crevier and Yates. Then came

Smith, Kipp, Pegram and the rest. By the third lap, Crevier was bringing up the rear of the breakaway, but was still 3.7 seconds ahead of the Smith/Kipp battle.

Picotte led across the stripe for the first time on lap three and he would continue to do so for two more laps. Then it was DuHamel for a lap and then Picotte for eight more. DuHamel would lead the final two laps.

While DuHamel and Picotte were doing all the leading, Pridmore and Yates decided to try for the lead at the end of the back straight. Yates pulled alongside of Picotte prior to the tight right-hander at the end of the fast back straight, then he simply ran it in farther - too far, as it turns out. With the back end stepped out, Yates lost the front prior to the apex, and he slid to a stop in the grass. He remounted, but could only muster a 12th-place finish.

"I guess I got in there a little faster than before," Yates admitted later. "It felt like I got on the brakes in pretty much the same spot, but I guess I had a little more speed when I got on the brakes. I pulled on the lever a little harder, I reckon, and it just went. When I got back up, I was looking for the black mark and it was a long mark there where it slid for a while. It's just one of those things, I guess. I thought I was in there comfortably. I'd been in there faster before, but it just let go."

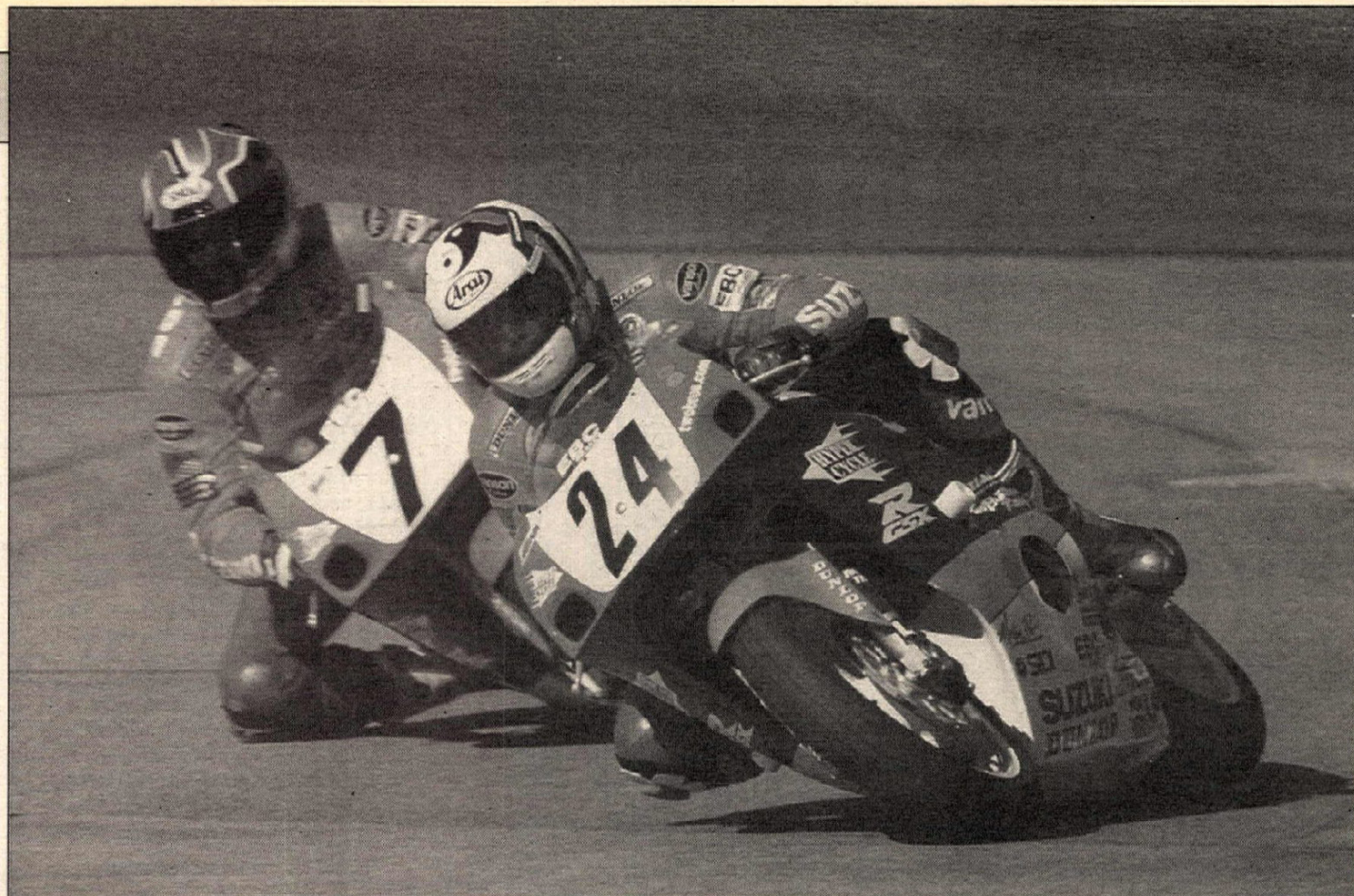
Picotte, who was in front at the time, wasn't sure who was around him. He quickly found out. First it was Yates; ultimately it was DuHamel.

"At first I didn't know there was anybody behind me," Picotte said later. "They were just showing me my lap times so I didn't know what was going on behind me. And then I started thinking a little bit and I ran wide two times on the Keyhole. All of a sudden I turned around and I saw a big 20. I thought, 'Uh-oh, that's Aaron and he's going to try me on the brakes in the next corner - that's for sure.' And that's what he did and he lost the front. That's bad for him because it cost him a lot of points for the championship. After that, I still didn't know what was going on behind me, so I started pointing to my mechanics to show me what's behind me, or what's plus 0 or whatever. All weekend long I felt like I was able to do low 32s and all these guys were able to do low 33s. So I wondered, 'Am I pulling away or are they right there behind me?' I really didn't know until I turned around and saw a big number 1. Miguel just did a great race. I tried to hold on to him on the outside, but I lost the back end a little bit and Jason went by me."

The race came down to the end. Picotte made his move on DuHamel in turn two on the final lap, but DuHamel was able to take the lead back at the end of the back straight. Picotte got in a big slide on the exit of the corner, allowing Pridmore to sneak through. At that point, the positions were fixed: DuHamel, Pridmore, Picotte.

"I just came in a little bit more relaxed," Pridmore said. "We've been struggling a little bit this year and I just basically told myself that the team has given 100 percent, I'm giving 100 percent and our GSXR600 ran awesome this weekend. I knew it would be well suited to this circuit because we didn't have too many stop-and-gos. My weight hurts us a little bit and on the stop-and-go stuff, it's real hard to get it going with my big lard ass on it. I just felt like it was my time. I knew I could run with these guys, and I went quicker this morning in practice than in qualifying. I

Mark Miller (24) led his teammate Jason Pridmore (7) on several occasions during the 750cc Supersport final, but in the end it was Pridmore earning his fifth win of the season.



AMA Teamline 750cc Supersport Series
Round 7: Mid-Ohio Sports Car Course

Pridmore wins, now second best

By Paul Carruthers
Photo by Henny Ray Abrams

LEXINGTON, OH, JULY 19

When you think of the all-time AMA 750cc Supersport win list, chances are you'll place Scott Russell somewhere near the top. Chances are you don't think of Jason Pridmore. Think again.

While Scott Russell, with his 23 wins, is far and away the winningest racer in the history of AMA 750cc Supersport racing, Pridmore moved into second on that all-time win list with his eighth career win, this one coming at the Mid-Ohio Sports Car Course. The win, his fifth of the season, moved him out of a tie with Tom Kipp and Fred Merkel and into second all alone. More importantly, it further strengthened his already comfortable lead in the 1997 championship point standings.

The 27-year-old Californian didn't run away and hide in this one, instead having to battle his way to victory with his HyperCycle teammate Mark Miller and Hooter's-backed Michael Barnes. In the end he was able to do just that, while both Miller and Barnes were forced to be content with their best finishes of the season.

"This is a tough track to pass on, so I actually learned some things out there for tomorrow (for the 600cc Supersport final)," Pridmore said. "(Like) just where I can make up some time on people. Mark was riding great and Mike was riding great. I just told myself that I couldn't let a guy who's changing his own tires all week beat me. I knew Mike would be up front and I knew Mark gets good starts. But I got a good start, somewhat. I think I was third or fourth into the first turn. I'm really

excited. I'm just looking forward to the next round. I'd like to wrap this championship up one or two races early, if that's possible."

And it's entirely possible, considering that Pridmore now holds a 55-point lead over Zero Gravity's Ben Bostrom, ninth today, 243-188 - and Bostrom, who rides a Honda CBR600 against the bigger 750s, hasn't shown that his bike has enough in it to win a race.

While the top three had it pretty much to themselves at the head of the pack, DATS Racing's Dale Kieffer was the next best, finishing fourth on his Suzuki GSXR750 (the first eight finishers were similarly mounted). Fifth went to Kieffer's teammate Dax Snow, with Team Suzuki Sport's Richard Alexander Jr., Hooter's Jim Randolph, Cycles! 128's Brett Metzger, Bostrom and Team Polen Suzuki's Doug Polen filling the top 10 positions.

When the light turned to green on a warm and sunny day in Central Ohio, it was Barnes blazing to the front with relative ease. And it was Barnes staying out front, leading by almost two seconds over the HyperCycle pairing of Miller and Pridmore. Barnes' normally plain Suzuki was now decorated in the bright orange of the Hooter's team, a one-off deal, according to the privateer, who is recovering from the badly broken leg he suffered at the end of the 1996 season.

"I was just looking for a tent to pit under," Barnes explained later. "We just came to an agreement to use the bodywork and the colors. I didn't even have a sticker on my bike last weekend and had to pull some strings just to get paid. It's just a one-off deal for right now. It's my last year's bike. It's something to talk about. I need some more help. I've been working on my bike all weekend... three classes and I'm tired of changing tires."

Despite the long hours he'd been putting in getting his GSXR750 ready to race, Barnes wasn't surprised with his position early in the race.

"I pretty much figured that would happen," Barnes said. "I've got a lot of confidence in these tires. It's my first year on the Pirellis and right off the bat they were steaming off the warmers. Just like at Brainerd, I told myself to get it (the holeshot) and I got it - the same thing here. I've just got to put the pieces together a little more. I'm still kind of just putting it back together after last

year. It's coming around. I feel a lot better and I'm closer to 100 percent than I've been all year. It feels a lot better."

Better, but not good enough - at least not yet. With Pridmore finally moving around his teammate Miller on the sixth lap, only to lose the position again two laps later, the pair finally zapped Barnes - at the same time at the end of the long back straight.

"I'd like to be able to just split, obviously," Pridmore said later. "There are a couple of spots on this track that, if you're behind somebody, you're going to stay behind them for three or four turns. I wasn't able to get the start to get out front and pull away. I followed Mark and it really surprised me when Mark came back by me. I was just going to follow Mike around for one more lap. Then Mark came by and it made it twice as tough again to get by both guys."

Miller had his turn at the front for five laps; then Pridmore stormed past on the entrance to turn one. Later that lap, Miller was badly balked by a lapped rider, costing him any chance of victory.

"I was definitely in contention to win this one, and I wanted to win this one," Miller said. "We're getting closer and I actually think I could have stayed with Jason (Pridmore) until the end, but I caught a backmarker. Right after he passed me, I was just blocked - it felt like 10 seconds. I just put my head down because I didn't really know how close third place was. So I kept my head down and got second."

"I had a couple of near moments, but it wasn't any big deal that I couldn't recover from," Miller continued. "But the lapper about three laps from the end... I couldn't recover from it. I couldn't go around the outside because it's a really sharp corner, and he was practically riding on the curb. So I just had to wait to get by him. I'm happy to get second, happy to have a 1-2 for HyperCycle."

Pridmore used Miller's misfortune to pull away, ultimately winning by 2.390 seconds. Barnes, by this point, had fallen off the pace, allowing Miller to have second place to himself in the closing laps.

Behind those three, Kieffer was able to get the best of his teammate Snow, those two well clear of Alexander, who in turn was a comfortable distance in front of a pack that included Randolph, Metzger, Bostrom and Polen.

would have liked to have led a couple of laps to see what would have happened, but it didn't materialize. Here I am in second place."

DuHamel acted somewhat surprised that he'd been able to run at the front. It was hard to believe him, considering that no matter how he qualifies, he always races at the front.

"That was tough, I tell ya," DuHamel said. "After qualifying, with the way Pascal rode, he had a great pole, so it was like, 'Boy, this is going to be tough.' I knew basically the only way I had a shot was just to get a good start and be real aggressive - and stay in front of them. I just wanted to glue myself to him because I knew if I didn't, he could pull a gap and run away. It was real tough. We had a chatter problem and it felt like the bike was spending more time in the air than it was on the ground. That's why Pascal was able to get into the corners real hard, quicker than I was, and I think Jason also. I felt like I was parking it there and I was hoping that nobody would hit me. I could get on the gas and get rid of the chatter and come out of the corner real good. This morning I had a bit of a shoulder problem with my left arm - I just slept wrong on it or something. It was just little things here and there, but once you start racing, you don't feel anything."

"When Aaron passed me, the first thought in my mind was, 'This might not be so bad.' Aaron is real aggressive so I thought it might work out for me. Sure enough, Aaron tried to stuff Pascal in the Keyhole and Pascal has had enough of Aaron stuffing him, so they're going at it - and I was just so disappointed about all of that," DuHamel added with a laugh. "That helped me get back with them and drafted them down the straight. Pascal did the right thing: He protected the inside. Aaron did his usual move on the outside and I think when he hit the cement thing down there, the front end just went."

Mid-Ohio Sports Car Course
Lexington, Ohio
Results: July 20, 1997 (Round 8 of 11)

600cc SUPERSPORT: 1. Miguel DuHamel (Hon); 2. Jason Pridmore (Suz); 3. Pascal Picotte (Suz); 4. Steve Crevier (Hon); 5. Tom Kipp (Yam); 6. Mike Smith (Kaw); 7. Rich Oliver (Yam); 8. Tommy Hayden (Kaw); 9. Larry Pegram (Suz); 10. Ben Bostrom (Hon); 11. Andrew Stroud (Hon); 12. Aaron Yates (Suz); 13. Rad Greaves (Hon); 14. Jeff Sneyd (Hon); 15. Brian Gibson (Suz); 16. Ray Yoder (Kaw); 17. Mike Cicotto (Kaw); 18. Ken Melville (Hon); 19. Keith Wilson (Kaw); 20. Scott Ackerman (Suz); 21. Sean Kowalski (Hon); 22. Daniel Bailey (Yam); 23. Jamie McNaughton (Suz); 24. David McPherson (Kaw); 25. Randall Mennenga (Suz); 26. Kevin Lehman (Hon); 27. Dax Snow (Suz); 28. Daniel Brody (Suz); 29. Matt Brokaw (Hon); 30. Eric Bostrom (Hon); 31. Doug Toland (Hon); 32. Mark Miller (Suz); 33. Jonathan Cornwell (Hon); 34. Paul Ducato (Yam); 35. Roger Bell II (Suz); 36. Daniel Fischer (Kaw); 37. Jeff Williams (Hon); 38. Richard Alexander Jr. (Suz); 39. Jamie Hacking (Kaw); 40. Steve Rapp (Suz).

Time: 24 min. 59.990 sec.

Distance: 16 laps, 38.4 miles

Average speed: 92.161 mph

Margin of victory: 0.010 sec.

600cc SUPERSPORT CHAMPIONSHIP POINT STANDINGS (After 8 of 11 rounds): 1. Miguel DuHamel (257/4 wins); 2. Pascal Picotte (241/3); 3. Aaron Yates (230/1); 4. Steve Crevier (214); 5. Rich Oliver (192); 6. Jason Pridmore (184); 7. Mike Smith (163); 8. Ben Bostrom (160); 9. Andrew Stroud (159); 10. Jamie Hacking (152); 11. (TIE) Eric Bostrom/Tom Kipp (141); 13. (TIE) Tommy Hayden/Larry Pegram (129); 15. Doug Toland (111); 16. Rad Greaves (87); 17. Richard Alexander Jr. (71); 18. Mark Miller (70); 19. Matt Wait (68); 20. Todd Harrington (67).

Upcoming Rounds:

Round 9: Colorado Springs, CO, August 17

Round 10: Sonoma, CA, August 31



ROAD RACE NATIONAL SUPERBIKE CHAMPIONSHIP ROAD RACE SERIES

Round 8: Mid-Ohio Sports Car Course



Oliver said. "That'd be great in Super-sport. All of a sudden it was plus three, then it was plus six. My initial reaction was that whoever it was, Al (Salaverria) or Mark Foster or Randy (Renfrow) fell off."

Aside from the competition, Oliver was fighting another battle: the racing surface.

"The condition of the track, to me, deteriorated, though I did break my track record from '94," Oliver said. "When I started getting some pressure, I started picking up the pace a little bit and we were back to the times from '94. It seems to me that they could address the difference of the height in the seams and knock them down a little bit. I was using the seam as a berm."

"You can go wide on the concrete or you can go real, real tight on the asphalt," Oliver continued. "I just put my back tire on the seam and let it just hold the bike from sliding."

At the end of the 16-lap, 38.4-mile

and Al show."

Behind the leaders was a good race for third - two races, actually - and both involved Renfrow.

For the first 12 laps, Renfrow was hounded by Performance Machine's Roland Sands, who was finally able to get by with an aggressive move on the 13th lap.

"Roland got me by slamming into me on the inside three-quarters of the way through the Keyhole - truly not a brilliant move," the Honda-mounted Renfrow said. "A move of desperation. I don't know about him, but I almost went down. It broke my windscreen and took the handlebars out of my hands."

The next lap, in the same place, Sands' race ended, according to Renfrow, by "a momentary decrease in gravity. It was almost for sure the front end. At that point, I'd closed it all back in. My best place on the track was the Keyhole. I was going way deep in there."

Mid-Ohio Sports Car Course Lexington, Ohio Results: July 19, 1997

750cc SUPERSPORT FINAL: 1. Jason Pridmore (Suz); 2. Mark Miller (Suz); 3. Michael Barnes (Suz); 4. Dale Kieffer (Suz); 5. Dax Snow (Suz); 6. Richard Alexander Jr. (Suz); 7. James Randolph (Suz); 8. Brett Metzger (Suz); 9. Ben Bostrom (Hon); 10. Doug Polen (Suz); 11. Daniel Bailey (Suz); 12. John Jacobi (Suz); 13. Chris Rankin (Suz); 14. Rad Greaves (Suz); 15. Jon Cornwell (Hon); 16. Jeff Sneyd (Hon); 17. Jimmy Moore (Suz); 18. Shane Clarke (Suz); 19. Billy Eisenacher (Suz); 20. Jamie McNaughton (Suz); 21. Roger Bell II (Suz); 22. Mike Cicotto (Kaw); 23. Brian Beverage (Suz); 24. Scott Ackerman (Suz); 25. Keith Marquez (Suz); 26. Randall Mennenga (Suz); 27. David McPherson (Kaw); 28. Jay Doyle (Suz); 29. Kevin Lehman (Hon); 30. Eric Bostrom (Hon); 31. Daniel Fischer (Kaw); 32. Anthony Lupo (Suz); 33. Jeff Williams (Hon); 34. Ray Yoder (Kaw); 35. Jamie Hacking (Kaw); 36. Mike Smith (Kaw); 37. Jeff Kramer (Suz).

Time: 24 min., 56.350 sec.

Distance: 16 laps, 38.4 miles

Margin of victory: 2.390 sec.

Average speed: 92.386 mph

AMA 750cc SUPERSPORT CHAMPIONSHIP POINT STANDINGS (After 7 of 10 rounds): 1. Jason Pridmore (243/5 wins); 2. Ben Bostrom (188); 3. Dale Kieffer (164); 4. Doug Polen (139/1 win); 5. Richard Alexander Jr. (135); 6. Dax Snow (131); 7. John Jacobi (124); 8. Chris Rankin (111); 9. Rad Greaves (101); 10. Mark McDaniel (97); 11. Mark Miller (96); 12. Mario DuHamel (91/1); 13. Brian Gibbs (88); 14. James Randolph (76); 15. Eric Bostrom (67); 16. Scott Ruehle (66); 17. Jimmy Moore (62); 18. Michael Barnes (56); 19. (TIE) Seth Hahn/Brett Metzger (44).

Upcoming Rounds:

Round 8: Colorado Springs, CO, August 17

Round 9: Sonoma, CA, August 31

Elf Fuels/Lubricants 250cc Grand Prix Series Round 7: Mid-Ohio Sports Car Course

No stopping Rich

By Henny Ray Abrams

LEXINGTON, OH, JULY 20

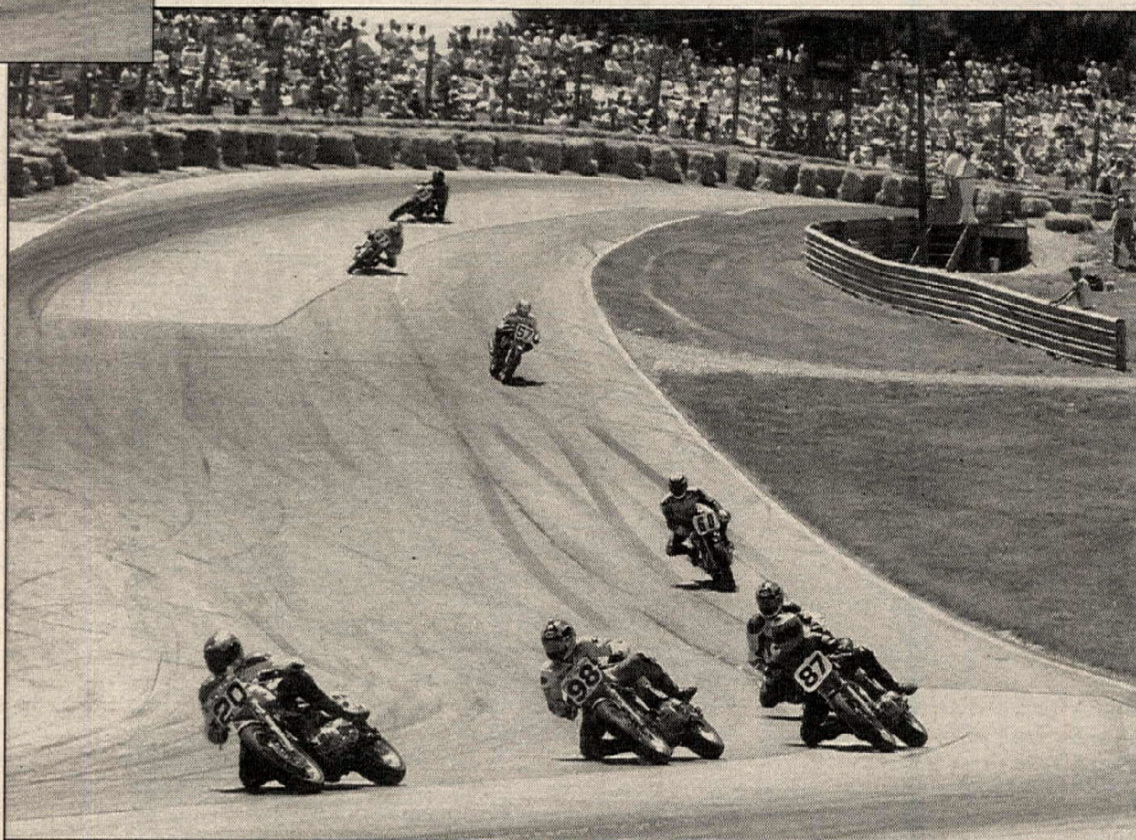
For the first four laps of the Elf Fuels/Lubricants 250cc Grand Prix, it looked like it might be a race. In fact, it was.

Sure, Team Oliver Yamaha's Rich Oliver had jetted to his customary position at the front, but this time he had company in the form of Team Salaverria Aprilia's Al Salaverria.

Slowly but surely, Salaverria has been getting a handle on the finicky Aprilia RSV250; each race there's more

(Above) Rich Oliver won his 17th straight AMA 250cc Grand Prix race after having to work harder than usual to do so.

(Right) Eric Bostrom (20) leads Jake Zemke (98), Tripp Nobles (87) and Dave Estok (hidden) in the opening lap of the TwinSport final. The win went to Bostrom over Estok and Zemke while Nobles failed to finish.



information and it translates directly to the track. And for this race he'd undertaken a weight-saving program, trimming three pounds off the bike, four pounds off himself, and two pounds off his leathers.

The net gain was that on the fifth lap, he was just a few bike lengths behind Oliver, who, despite getting out front, couldn't run and hide.

"I caught him between six and eight and it was literally two bike lengths he had on me, and on the next lap he'd pull me on the back straight pulling into five. He had some power on me," Salaverria explained. "I'd make it up on the brakes and I'd catch him going into six. That lap, the ambulance was right there, and there was a lapped rider and the ambulance slowed down and I didn't know which way to go and I downshifted and I parked it. And that was it - he was gone."

And so Oliver was on his way to his seventh consecutive win of his perfect year, and 17th in a row stretching over the past two seasons.

"I got a good start and started running pretty good times, I thought - didn't really build a lead, although sort of hovering about half a second, a second and a half, which is not too bad,"

race, the margin was 10.360 seconds. Oliver averaged 93.798 mph in completing the race in 24 minutes, 33.820 seconds.

"I'm just glad we can keep winning them. I don't know what else to say," Oliver said. "It's so flattering when someone runs with you and it's a big story."

Not exactly a big story. The big story will likely come in the next race at Pikes Peak. That's when Oliver, if form holds, should clinch his fourth 250cc Grand Prix championship in a row. He now holds a 68-point lead on Moto Liberty's Randy Renfrow, 252-184. A lead of 70 points after the Colorado race will mean the title is his.

As decisive as Oliver's lead was, so was Salaverria's position in second. He was there from the start and away from the rest of the 36-rider field. He had his shot at Oliver, and "after that it was traffic, traffic, and he was getting lucky breaks," Salaverria said. "I felt that if that hadn't happened, I would have stuck with him. I felt I was stronger than Rich in certain areas, but he had some power on me. We're getting jetting a lot closer; we still have to be a little careful because of our budget. I want to make a show out of it; I want to make it the Rich

No sooner was Sands gone than Renfrow was under attack by Deustche Financial Services' Mark Foster. Foster had run fourth much of the race before upping the pace and closing on Renfrow with three laps to go.

"Until Roland fell down, I didn't see anybody behind me," Renfrow said. "I know that when I hit Roland, that must have cost a second; and when Roland fell down, that cost another half a second. When I looked back the next time, there was a number four (Foster) that was really close - not two or three bike lengths back, but right there."

So Renfrow would have to race him to the line, beating him to the stripe by about two bike lengths.

Behind Foster came Zero Gravity's Bobby Keith, about 28 seconds adrift and well in front of the seventh-place rider, Jeffrey Vos.

Next up was the fight for seventh. There'd been five riders going at it the entire race and three had led the quintet at one point. The drama dissipated at the end when Ultima Sports Cars' Greg Esser was able to ease away from Mark Orchard. Then, in quick succession, came Bruce Lind and Moto Liberty's Danny Walker, the Coloradan making a brief return to racing. He'd only gotten

his license on Friday morning and was racing in Aaron Yates' leathers.

Himmelsbach Racing's Bill Himmelsbach, who had been part of the pack, crashed out with less than a lap to go. **CN**

**Mid-Ohio Sports Car Course
Lexington, Ohio
Results: July 20, 1997 (Round 7 of 10)**

250cc GP: 1. Rich Oliver (Yam); 2. Al Salaverria (Apr); 3. Randy Renfrow (Hon); 4. Mark Foster (Yam); 5. Bobby Keith (Hon); 6. Jeffrey Vos (Hon); 7. Greg Esser (Yam); 8. Mark Orchard (Yam); 9. Bruce Lind (Yam); 10. Danny Walker (Hon); 11. Derek King (Yam); 12. John France (Hon); 13. Hikaru Miyagi (Hon); 14. Leon Cortes (Hon); 15. John Burgoyne (Yam); 16. David Wright (Hon); 17. Eric Stephens (Yam); 18. Dereck J.T. King (Hon); 19. Colin Gilbert (Yam); 20. James Bonner (Yam); 21. Mark Sweeney (Yam); 22. Tom Chaplin (Yam); 23. William Himmelsbach (Hon); 24. Charles MacKay (Yam); 25. Murphy Anderson (Yam); 26. Tom Christian (Hon); 27. Andrew Edwards (Yam); 28. George Diegar (Yam); 29. Albert Charles (Yam); 30. Roland Sands (Yam); 31. Kent Shoemaker (Hon); 32. Richard Inman (Suz); 33. Dan Rios (Yam); 34. Perry Melneciuc (Hon); 35. Clifford Dermer (Yam); 36. James Worthington (Apr).

Time: 24 min., 33.820 sec.

Distance: 16 laps, 38.4 miles

Average speed: 93.798 mph

Margin of victory: 10.360 sec.

ELF FUELS/LUBRICANTS 250cc GP C'SHIP POINT STANDINGS (After 7 of 10 rounds): 1. Rich Oliver (252/7 wins); 2. Randy Renfrow (184); 3. Bobby Keith (169); 4. Greg Esser (157); 5. Roland Sands (145); 6. Mark Foster (132); 7. John France (131); 8. Al Salaverria (128); 9. Leon Cortes (123); 10. Hikaru Miyagi (109); 11. Matt Wait (106); 12. Jeffrey Vos (99); 13. Perry Melneciuc (97); 14. Toshiyuki Hamaguchi (80); 15. Dereck J.T. King (77); 16. Bruce Lind (70); 17. Eric Stephens (64); 18. John Burgoyne (62); 19. (TIE) Kenichiro Iwahashi/Derek King (58).

Upcoming Rounds:

Round 8 - Colorado Springs, CO, August 17
Round 9 - Sonoma, CA, August 31

**Progressive Insurance SuperTwins
Round 8: Mid-Ohio Sports Car Course**

Three to go

By Henny Ray Abrams

LEXINGTON, OH, JULY 20

The day ended better for Eric Bostrom than it began. It started with the young Southern Californian crashing heavily in the morning practice for the Progressive Insurance SuperTwins race. It ended with the Miller Electrical Construction rider keeping his perfect season by winning his eighth SuperTwins race in a row.

"I really went into a 100-mph get-off," Bostrom said of his practice spill, his fastest get-off ever after he hit oil on the back straight. "I went into that race a little skeptical about how we'd do. It worked out good."

Indeed it did, but it was not without drama. Though he was able to get the holed shot and take the early lead, he wasn't able to speed away.

"I was surprised to see the crowd up there," he said.

On the third lap, he was passed on the brakes at the end of the back straightaway by Tilley's H-D's Tripp Nobles. Instead of repassing the Georgian, Bostrom was content to follow and watch.

"I learned a lot from following Tripp," said Bostrom, who'd qualified a second and a half faster than Nobles. "He had really good cornering speed. He was good on the brakes. I picked up a few things."

Then Nobles was out, throwing up his arms halfway into the fifth lap and motoring slowly back to the pits. That left Bostrom alone in the lead with a margin of about one second on second.

The next lap, it was two seconds; then over three a lap later; and it grew quickly until, at the end, it was 6.790 seconds.

Bostrom won the 11-lap, 26.4-mile race in 18 minutes, 37.100 seconds, at an average speed of 85.079 mph.

Once Nobles dropped out, the race for second was the one to watch. Mitchell's Modesto H-D's Dave Estok slotted himself in behind championship rival Bostrom, with Bartels' H-D's Jake Zemke locked to his tail. The pair ran as one for almost the entire race - nothing in Estok's lead, but Zemke unable to push that extra little bit to get in front. It would come down to the last lap. Zemke had a few strategies, but Estok's countermeasures were effective.

"I was going to try at the end of the back straightaway," Zemke said after his second consecutive third-place finish. "Every lap he'd (Estok) get a good drive on me coming out of the Keyhole and I just wouldn't have enough to get up next to him going in. So I figured it was either there or the last two corners. I tried the last two corners. It was really hard. I came up alongside of him but I just ran out of race track. I just had too much momentum going into the corner."

Estok took second - a distant second this time compared to the last few races - and he put it down to running just one class.

"I hate to say, but I think it's just a lack of track time," Estok said. "Eric's out there all the time. We're just out there for two short practices and that's it. I think that's the biggest thing. Last year when I ran the superbike, I didn't even need practice on the Harley and I could run up at the front with it. Now, I'm barely out on the track. That's the biggest thing that's got to do with it."

The field was slim - only 12 riders - and they were mostly strung out behind the top three.

Fourth, nearly 17 seconds adrift, was Hot Shot Motorworks' Joey Gilleland, all by himself, as was sixth place Nate Wait on the Mitchell's Modesto H-D, trailing Gilleland by about 11 seconds.

Then came St. Paul H-D's Jeff Johnson, followed by Prestonsburg Cycle Center's Steve Blackburn, the Kentuckian about 17 seconds in front of Bartels' H-D's Jody Hendley, who just got the better of Ramsey's Chesapeake H-D's Jerry Casciero Jr.

Moroney's H-D's Chris Bliss finished 10th, the last rider on the lead lap.

By maintaining a perfect record, and leading the most laps, Eric Bostrom was able to stretch his championship advantage. With three races remaining, he leads Estok by 39 points, 286-247. Zemke is third with 219. **CN**

**Mid-Ohio Sports Car Course
Lexington, Ohio**

Results: July 20, 1997 (Round 8 of 11)

PROGRESSIVE INSURANCE SUPERTWINS: 1. Eric Bostrom; 2. David Estok; 3. Jake Zemke; 4. Joey Gilleland; 5. Nate Wait; 6. Jeffrey Johnson; 7. Steve Blackburn; 8. Jody Hendley; 9. Jerry Casciero Jr.; 10. Chris Bliss; 11. Timothy Johnson; 12. Andrew Nobles III. **Time:** 18 min., 37.100 sec.

Distance: 11 laps, 26.4 miles

Average speed: 85.078 mph

Margin of victory: 6.790 sec.

PROGRESSIVE INSURANCE SUPERTWINS C'SHIP POINT STANDINGS (After 8 of 11 rounds): 1. Eric Bostrom (286/8 wins); 2. David Estok (247); 3. Jake Zemke (219); 4. Jody Hendley (181); 5. Jerry Casciero Jr. (151); 6. Lance Jones (150); 7. Shawn Higbee (127); 8. Shaun Russell (119); 9. Nate Wait (110); 10. Jeffrey Johnson (108); 11. Jess Roeder (104); 12. Robert Bussey (94); 13. Jeff Eklund (93); 14. Andrew Nobles III (77); 15. Mike Voelker (68); 16. Chris Bliss (65); 17. Robert Brown (53); 18. Todd Evans (52); 19. (TIE) Perry Melneciuc/Gary Rogers (46).

Upcoming Rounds:

Round 9 - Colorado Springs, CO, August 17
Round 10 - Sonoma, CA, August 31



**Pirelli Formula Xtreme
Round 6: Mid-Ohio Sports Car Course**

Stroud in time

By Henny Ray Abrams

LEXINGTON, OH, JULY 19

Erion Racing's Andrew Stroud actually had to work for this one - for about half the race, anyhow. That's how long he chased Attack Performance's Paul Harrell, the Yamaha rider who led the first seven laps.

The Honda CBR900RR-mounted Stroud made his way past on the eighth lap in turn six and, three turns later, Harrell tucked the front end and crashed into the gravel trap outside of turn nine.

"I always thought I'd get him," Stroud said after his fifth Pirelli Formula Xtreme win of the year. "I wanted to get him in a safe place where there's plenty of room. I followed him before when he was behind Doug (Toland). He ended up crashing about three corners after I passed him."

Harrell had gotten a significant jump on the 17-rider field, pulling out better than a one-second gap in the early going, with Stroud slotting into second after passing Doug Toland, his Erion Racing teammate, on the second lap.

Pressing all the way, Stroud made his way by; Harrell crashed; then it was Jeff Williams in second, the Honda CBR900RR-equipped Canadian having passed Toland at about the same time as Stroud.

Stroud was able to pull out a few seconds, and it was up to the others to catch up. First Toland had to get by Williams, which he did on the eighth of 16 laps.

Williams said they went "side by side through corner one. I tried to stick with him and, I believe it was the next lap, he went through the kink, got off into the dirt, peppered me with a piece of gravel, and I had to back off. It stung. That was pretty much it."

So Stroud was in the lead by about five seconds, but not for long.

"I saw the pit boards saying I had five seconds and I started relaxing a bit," the New Zealander said. "And then I got slowed down by a few lapped riders and I come around and it was two seconds and it was Doug, and I started going faster again."

Andrew Stroud won his sixth Formula Xtreme race in seven tries, further extending his already impressive championship points lead.

Toland was able to cut into the lead, but couldn't get it below two seconds.

"I was giving it all I could," Toland said, adding his thoughts on finishing second so often: "I'm not liking it too much. We'll see what we can do in the next three rounds."

Stroud won the 16-lap, 38.4-mile race in 25 minutes, 15.290 seconds, at an average speed of 91.231 mph. His margin of victory was 1.2 seconds.

He also increased his championship margin over Toland to 22 points, 212-190, with three races remaining.

Jeff Williams, who races mostly in the Canadian championships, was well alone in third, his best AMA finish ever. Because he leases an Erion Racing Honda CBR600 when racing in the United States, it made this an all-Erion podium.

Mansson Technologies' Michael Barnes ran a mostly solitary race in fourth; the same goes for fifth-placed Daniel Bailey of Ohio Superbike. Both were aboard Suzuki GSXR750s.

Sixth was a scrap for a while; then DATS Racing's Dale Kieffer cleared out, leaving Bell's Suzuki's Roger Bell II to get by fellow Bell's Suzuki rider John Jacobi three laps from the end.

Fastrax Racing's Dean Mizdal ran by himself in ninth, and Ricci Motorsports Jimmy Moore filled out the top 10. **CN**

**Mid-Ohio Sports Car Course
Lexington, Ohio**

Results: July 19, 1997 (Round 6 of 9)

PIRELLI FORMULA XTREME: 1. Andrew Stroud (Hon); 2. Doug Toland (Hon); 3. Jeff Williams (Hon); 4. Michael Barnes (Suz); 5. Daniel Bailey (Hon); 6. Dale Kieffer (Suz); 7. Roger Bell II (Suz); 8. John Jacobi (Suz); 9. Dean Mizdal (Suz); 10. Jimmy Moore (Suz); 11. Boyd Bruner (Suz); 12. Keith Marquez (Suz); 13. Chris Bliss (Hon); 14. Murphy Anderson (Suz); 15. Michael Kirschbaum (Yam); 16. Paul Harrell (Yam); 17. David Naysmith (Suz).

Time: 25 min., 15.290 sec.

Distance: 16 laps, 38.4 miles

Average speed: 91.231 mph

Margin of victory: 1.200 sec.

PIRELLI FORMULA XTREME C'SHIP POINT STANDINGS (After 6 of 9 rounds): 1. Andrew Stroud (212/5 wins); 2. Doug Toland (190); 3. Dale Kieffer (137); 4. James Randolph (131); 5. Brian Gibbs (117); 6. Dean Mizdal (88); 7. Daniel Bailey (74); 8. Roger Bell II (70); 9. (TIE) Jimmy Moore/Terry Teske (59); 11. Scott Ruehle (54); 12. Mark McDaniel (48); 13. (TIE) John Jacobi/Ben Welch (46); 15. Mike Krynock (45); 16. Akiharu Shigeno (44); 17. Keith Marquez (41); 18. Anthony Johnson (40); 19. Jeffrey Purk (37); 20. Greg Fryer (36/1).

Upcoming Rounds:

Round 7 - Colorado Springs, CO, August 16
Round 8 - Sonoma, CA, August 30



MOTOCROSS
AMA 125/250cc NATIONAL
CHAMPIONSHIP MOTOCROSS SERIES

Round 8: Unadilla Valley Sports Center

Unadilla



SHOWDOWN

**By Cameron Coatney and
Davey Coombs**
Photos by Kinney Jones

NEW BERLIN, NY, JULY 20

On a bright, sunny afternoon that harked back to the glory days of Unadilla Valley Sports Center, Team Kawasaki's Jeff Emig and Yamaha-mounted rival John Dowd put on one of the best races in the nearly 25 years of the famed track's history. In a pair of frantic motos that went down to the proverbial wire, Emig bettered crowd favorite Dowd by inches each time out. The two riders were joined in battle in both motos by reigning 250cc World MX Champion Stefan Everts, as well as former champ Greg Albertyn in the exciting opening moto.

"That's about as close as it gets!" said a relieved Emig after winning his first 250cc National since early May. "I came into this race feeling sick and I wasn't sure how my strength was going to be. Turns out it worked out just right. One more minute - one more turn, even - and things might not have gone my way."

Emig and Dowd were actually side by side in the last turn, but Jeffro had a better line than Junkyard and got to the flag with half a bike length to spare. "It was much too close that second time out!" Emig noted.

"Man, I was so close! It was a last-ditch effort but it almost worked," said Dowd, who came as close as you are to this page to winning his third 250cc National in a row. "I pushed the whole time to catch him, but it was kind of dusty, so a few times it was a little scary. But I made up the ground and had a shot at the end. I'm bummed out that I lost both times but I'm glad I was right there."

Everts just missed out on his goal of a podium finish when he fell late in the second moto while dicing with Dowd for second and finished fifth. Suzuki's Mike LaRocco put in a quiet-but-solid 4-4 day to edge Everts and his 3-5 score off the podium. Rounding out the top five overall was Dowd's Yamaha teammate Ezra Lusk, who put in a 6-3 tally ahead of Emig's stablemate Ryan Hughes (7-6) and a fast but crash-prone Albertyn (5-

10). Finishing a distant and a disappointed eighth overall was Suzuki's Jeremy McGrath (9-8), who never found his rhythm on the choppy Unadilla track and put in, admittedly, his worst ride of the season.

Emig added six points to the gap between he and Dowd, and now has 347 points. Dowd sits in second with 303, McGrath holds third with 272, Lusk is fourth with 239, and LaRocco moved into the top five and has 229.

Up until 1992, Unadilla was a fixture on the international motocross schedule. As the host of the American round of the FIM 250cc World MX Championships, the event regularly matched the world's best grand prix riders against the U.S. National Series regulars. The economics of such an event eventually led race promoter Ward Robinson to host a round of the AMA Nationals instead, and, for the last five years, the most international flavor the race got was when South African Albertyn won the '96 250cc National here.

The 1997 race saw a renewed international presence after a break in the

World Championship schedules allowed several top GP regulars to attend the Unadilla race. Belgium's Everts, American GP stars Bob Moore and Mike Brown, Dutch pilot Pedro Tragter, and Englishmen Paul Cooper and Jon Barfoot all entered the AMA National event and qualified.

"I came here because I have always wanted to enter a National to see how I would do, and I think I showed that I can keep the pace of the Americans on their own tracks," said Everts, who was supported by American Honda in this one-race endeavor. "I am very disappointed that I crashed in both motos because I think I could have won at least a moto, if not the overall. I learned a lot and it was a very good experience. Maybe next time I won't make so many mistakes."

While the lineup proved interesting, the track itself was not as impressive as it has been in years past. A dry summer left the mile-long course in less-than-ideal conditions. Race organizers fought to keep the track moist throughout the weekend, but two days of amateur rac-



(Opposite page) Team Kawasaki's Jeff Emig rode to a well-earned 1-1 moto score to win the 250cc class at the Unadilla Valley Sports Complex.

(Above) Kevin Windham won his second National in a row with two holeshots and moto wins on his factory-backed Yamaha. (Right) Yamaha's John Dowd (14) battled heavily with Emig (1) in both motos and lost the overall by about a half of a bike length. He ended up going 2-2 on the day.

ing and pro qualifying made track prep difficult at best. In an attempt to keep the dust down, the track was overly watered before each 125cc moto, making for superslick and even muddy conditions around parts of the track. Still, Unadilla is Unadilla, and the notoriously rough track maintained its brutal reputation as a real man's motocross track.

While the 250cc class had wild action right up to the finish of the turbulent second moto, the 125cc class saw Team Yamaha/Fox's Kevin Windham win his second consecutive 125cc National of the season with commanding 1-1 moto finishes. The two-time 125cc Western Regional Supercross champ trounced his competitors with two resounding holeshots and moto wins, serving notice to the competition that his string of bad luck and bad breaks are seemingly over.

"This feels great," Windham said after his win. "Two National wins in a row and two years in a row at Unadilla. I feel real good on this track and I think my confidence is going to continue building through the season."

When asked about his chances of catching Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael and winning the 125cc National Championship, Windham was optimistic: "When I thought about the championship and thought I had a chance earlier in the year, everything went bad. I'm not thinking about winning it, yet. I'm just thinking about winning motos. Ricky (Carmichael) is riding good and he's got a big lead, but if someone were to come up to me and say, 'You know, you're only 10 points down,' then I'll start thinking about it. Right now, I just need to go out and win every moto."

Speaking of the teen motocross sensation Carmichael, the 125cc series points leader had an up-and-down day after scoring a second in the first 125cc moto to the runaway Windham and spraining his left ankle in the process. The next moto did not go well, though, as the Floridian gated up front and was into second quickly, but a crash at the top of "Screw-U" sent him spiraling backward in the pack, and he eventually finished seventh for fourth overall.

"I don't feel real good about how this day went," Carmichael lamented. "I wasn't like my normal self. In the second moto, I didn't get a good start, but I was riding okay. I passed Lammy (Steve Lamson) and started catching Windham, and then I hit a stick and crashed after the Screw-U deal. It went downhill from there. I taped my foot after the first moto and it started going numb. All in all, it was a bad day. I have to regroup, give it my best and get them next weekend."

Second overall on the day went to Team Honda's Steve Lamson, who climbed the podium a notch this week

after his third-place finish last week in Michigan. The speedster got a bad start in moto one and could only salvage a sixth. A good start in moto two saw the two-time defending 125cc National Champion run second for most of the moto, and he nearly ate up the entire 11-second lead Windham enjoyed in the middle of the race by the checkers.

"Boy, I'm thankful to have gotten a good start in that second moto," Lamson said, "because the first-moto start did not go my way. Reynard moved up on me at the end and that kept me charging towards Kevin (Windham). I'd just like to thank Honda and the fans for hanging in there with me this season."

Team Suzuki's Mickael Pichon rode quite steadily and placed third overall with a 4-4, one position better than his two previous fourth-place finishes in Southwick, Massachusetts, and Buchanan, Michigan.

The Frenchman is well on his way to regaining the speed he had before breaking his left femur at the opening round of the Supercross Series at the Los Angeles Coliseum in January.

Team Kawasaki's Damon Huffman rode to a 5-5 moto score, which netted the Acton, California, native fifth overall. Sixth overall went to Primal Impulse/Honda/Fox's Robbie Reynard (11-3), Team Honda's Scott Sheak finished seventh (8-6), and Team Chaparral/Yamaha/FMF's Michael Brandes took eighth (9-8).

Team Honda of Troy/Sinisalo's Michael Craig returned to action after missing a round due to a twisted knee sustained at the Mammoth Motocross three weeks ago, and finished ninth with a 9-8. Rounding out the top 10 overall was Chesterfield/Yamaha's Brown. Brown, who rides the 250cc class in the GPs, rode a 125 to an impressive third in the first moto - but a seizure-induced DNF and consequent 36th-place finish in moto two killed any chance of a top-five finish for the native of Piney Flats, Tennessee.

Carmichael still leads the point standings with 337, but Windham made up 14 points on him and now sits in second with 268. Sheak still retains third place with 234 points, Reynard remained in fourth with 217, and Pichon pushed his way into the fifth position from ninth with 198.

250cc NATIONAL

When the first 250cc-class moto bolted from the line, it was Emig with the holeshot, followed by Dowd, Hughes, Lusk, Everts, Honda of Troy's Larry Ward, and Albertyn. Deep in the field were poor-starting Damon Bradshaw and McGrath.

"I got great jumps in both motos, though I think I wheelied a little too much each time as far as having the perfect start goes," said Emig of his good starts. "On a track like this, and with the way I felt physically, getting the holeshot was real important today."

Everts made his first mistake at the top of the legendary "Screw-U" hill, when both wheels seemed to slip out from under him and he slid across the track, losing five spots in the process.





"The track is watered so much that it is wet on top and dry underneath," said Everts. "The bike went completely out from under me. I was lucky that I only lost as many positions as I did. It should not have happened - it was all my fault. The pace was fine and I really think that I could have won if I did not fall early." Larry Ward and Ezra Lusk would experience similar slide-outs in the early going.

Over the course of the next 20 minutes, Emig and Dowd would engage in a duel for the lead that saw them pass each other several times, much to the delight of the Unadilla faithful.

As the leaders dueled, Albertyn sneaked up into the picture as a recovered Everts hounded him from fourth. The two international stars made their presence felt at the very end of the moto as they took the personal war - left over from their early '90s GP rivalries - to within a few bike lengths of the Emig/Dowd duel. Then Emig and Dowd started bumping as they continued to swap the lead, and Dowd ended up tipping over in a corner with less than two laps to go.

"I had the lead a bunch of times but every time I got in front, I got tight or something," said Dowd. "I couldn't hammer away like I was when I was behind him. He was doing the same thing with me - it was a dogfight for sure. I had the lead and then I just messed up in the very next corner when my back tire slid out of the rut; then I fell down later."

Albertyn had a real shot at passing Dowd for second, but he made his own mistake before the checkered flag and let Everts and LaRocco by.

"I was just pushing too hard trying to get Dowd and the front wheel washed

out and I went down," said an extremely disappointed Albertyn, who won here in '96. "I had my chance."

Emig again had a near-perfect start in their second 250cc moto, followed by Moto XXX's Brian Swink, Lusk, Chaparral/Yamaha's Jimmy Button, Dowd, Hughes and Everts. Albertyn crashed on the first lap and would basically spend the rest of the race fighting through traffic to 10th.

"The track was so dusty, I couldn't see that Anthony Pocarobba had fallen down and I hit him, so down I went, too," said Albertyn. "I'm riding well and my speed is good, but I'm having trouble putting everything together and it's very frustrating."

The same applied to Albertyn's teammate McGrath, who said, "Nothing went right: bad starts, bad lines, the bike wasn't working well - nothing was working well. I just had a terrible day."

Privateer Swink shocked the audience when he zipped past Emig on the first lap, but after a lap Emig was back in front. While his main rivals fought to catch up, Emig let slip a perfect opportunity to break away when he seemed to struggle with his lines early in the moto. By the time Emig found his rhythm, Everts and Dowd had broken through the pack to hold second and third, and for the next 10 minutes the three would circulate the track together at a fast clip. Then Everts made his second and biggest mistake of the day: After Dowd slipped by on the outside of a long, uphill sweeper, Everts went to the inside a little hot and his front wheel clipped Dowd's back end, sending the Belgian over the handlebars.

"I should have stayed on the outside and tried to pass him back somewhere else," said Everts of his fall. "We were both catching Emig, but Dowd was pushing hard and I made the silly mistake. Until that point, I was very happy with how I was riding - I was right there with them."

With Everts down, Dowd really kicked up the pace. With the crowd's urging, Dowd caught Emig on the very last lap and tried several times to pass, but Emig was riding with his guard up the whole time. When they reached the very last corner, Dowd tried one last inside pass, blasting off the long, uphill berm before Emig and actually getting a wheel up on the Kawasaki.

"John had a really good drive into the last turn," explained Emig of the tight, off-cambered left U-turn that shot the riders back out toward the finish line. "I took the outside line all the way through and he squared it up so he could exit earlier, and at one point I really think he was a bike length in front of me in the middle of the corner. But as we jumped out, I got my back wheel on the ground quicker and just nailed my shifts and put it away. Believe me, it was much more exciting than I wanted it to be!"

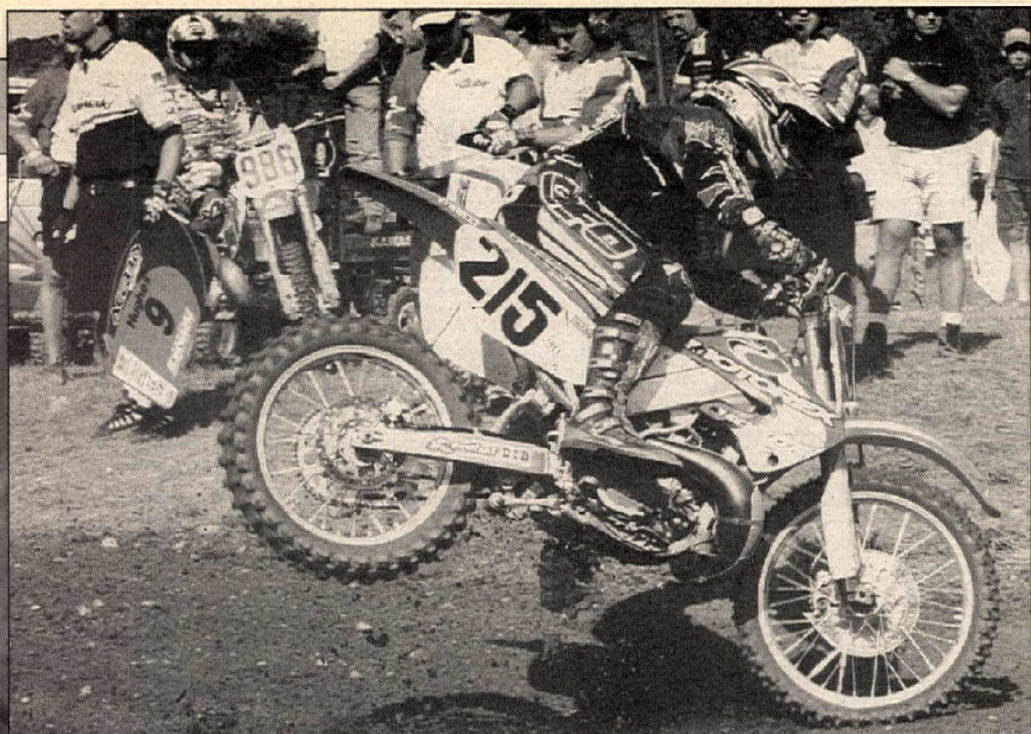
"It was a big, wide berm and I tried to hit the beginning of it and jump out in front of Jeff," Dowd said describing the final scene. "I banked off it and tried to square up in front of him. We were side by side on the hill but he just got to the ground first and just scooted away a little bit. It was so close. I'm still happy with the way I rode, but I needed to be just a little better to beat him today."

"John has smoothed things out and he's riding extremely well," said Emig. "He's riding with a lot of confidence and he's keeping it on two wheels, which is something he's had problems with in the past. Consequently, it's definitely a race between me and John right now. I really enjoy racing with John because he's a good friend and he's a good competitor. We have a lot of mutual respect and we race each other pretty square. Sometimes I think about the fact that he's like 32 now and I think, 'Man,

(Left) Team Suzuki's Mike LaRocco made the podium outdoors for the first time this season with consistent 4-4 finishes.

(Below) Honda's Steve Lamson served notice to the pundits that he is on his way back from injuries and scored second overall in the 125cc class with a 6-2.





(Left) Mickael Pichon, of Team Suzuki, finished third in the 125cc National. (Above) Two-time and defending 250cc World Motocross Champion Stefan Everts led the international contingent in attendance by earning fourth overall in the 250c class.

(Below) Tennessee's Mike Brown, also a 250cc World GP regular this year, rode a 125 to a respectable third in the first moto. A DNF in moto two while running fourth ruined his day.

Lap after lap, Reynard proved to those in attendance that he was, indeed, the fastest rider on the track this moto, and was slowly pushing Lamson to have to ride harder to maintain his position in second. With a lap to go, Windham's 12-second midmoto lead was down to six seconds over Lamson, while Lamson maintained a four-second advantage over Reynard.

Windham, watching his pit-board signals from mechanic Alley Semar religiously during the last five laps, crossed the finish line at the checkers with a three-second lead over Lamson. Almost unbelievably, Reynard finished 1.5 seconds behind Lamson to snare third.

"I've been having trouble with my starts and got another bad start this moto," Reynard said. "We changed the suspension for the second moto and I could ride harder. This is my best year yet, but I need to work on my starts."

Huffman and Pichon waged war over the fourth position during the middle of the moto, but Pichon got the nod for the spot when Huffman went down

gap by about a lap per second, but crashed on a "stick" a few turns before the finish line at the end of lap five, remounting in seventh.

Lamson took over second place when Carmichael went down and began his own gap-reducing charge toward Windham. Reynard came around on the first lap in 11th but charged through the pack and assumed fourth when Brown retired with mechanical problems on lap four. Reynard then moved into third when Carmichael went down and set out after Lamson in second, some 15 seconds back.



if I'm still that fast when I'm his age, I'm going to have about \$8 million!"

125cc NATIONAL

Windham got the jump on the field out of the gate in the first 125cc moto and blazed off to a demoralizing holeshot. Carmichael filed into second, followed by Sheak, RPM Racing's David Kratz, Brown, Huffman, Pichon, Moore on his FMF/Magic Bike Yamaha, Pichon, Brandes, and the rest of the field.

Windham and Carmichael immediately began to distance themselves from the field, and the crowd went wild with the anticipation of some head-to-head action between the two speedsters. Carmichael hovered anywhere from one to five seconds behind Windham for the first half of the moto, but a sprained ankle sustained when Carmichael bobbed on the high-speed front straight saw him drop to 16 seconds behind Windham after 30 minutes plus two laps of racing.

"It was a great race," Windham said about the duel with Carmichael. "I'm glad we got out there together. I was a bit tight for the first five or six laps, but then I just rode my own race. I'm ready for the second moto."

"I was real close to Kevin at times," Carmichael said. "I was trying to stay close and squaring off corners to make up time, but then I did my ankle. It'll be fine for the second moto, though. Kevin just pulled away from me."

As the top two riders distanced themselves from the rest of the pack with a 15-second lead at times, Sheak and Brown began to battle over third place, and Brown finally made his move for the position on lap four, with Sheak hitting the dirt.

"I followed Sheak around for a while before I got around him," Brown said. "I got him on that downhill (Screw-U) and took the inside at the bottom. I think he went down, but I don't think I touched him."

"I drifted wide at the bottom of the hill," Sheak said of the incident. "Brown came by me on the inside and we came together and I fell over."

Brown settled into third (where he would finish), while Sheak remounted in fifth and finished eighth after a battling Huffman and then Moore got around him for good on lap eight.

Pichon held his own right from the start and took fourth, followed by Huffman and a hard-charging Lamson, who got mudded out on the start and moved up to sixth at the finish. Moore got seventh, Sheak eighth, Brandes rode around near the 10th spot for most of the race and eventually finished ninth, and Team Suzuki's Tim Ferry closed out the top 10.

The start of the second 125cc National moto was reminiscent of the first, with Windham grabbing the holeshot, followed by Noleen/Pro Flex's Jeffrey Willoh, Lamson, Carmichael, Moore, Performance Engineering-backed Ron Tichenor and Brandes. A cartwheeling crash in the first turn by Primal Impulse/Honda/Bill's Pipes-backed Shaun Perolio involving Kratz and a few other riders sent Perolio to the pits with injuries.

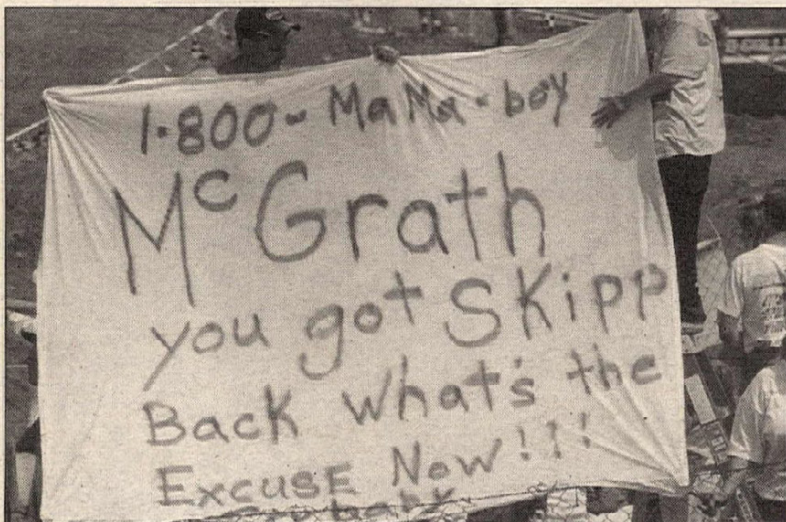
Windham moved out to a 10-second lead by lap two. Carmichael took an alternate line in the mechanics' area to move by Lamson and into second, and set out after Windham and his sixth 125cc National overall win of the year. Carmichael steadily began to close the



MOTOCROSS

AMA 125/250cc NATIONAL
CHAMPIONSHIP MOTOCROSS SERIES

Round 8: Unadilla Valley Sports Center



(Left)
1-800-No-
Respect.

near the finish line. Huffman remounted quickly and held on to fifth by the end of the race.

Sheak came around the first lap in 14th place after a mediocre start, eventually working his way up to sixth by the waving checkered flag. Carmichael rode around to finish seventh in front Brandes, Craig and Team Suzuki's Nathan Ramsey in tenth.

Moore, the 1994 125cc World Motocross Champion, had shock problems in the first moto, and retired from moto two with the same ailment after running as high as 12th in the second moto.

Unadilla Valley Sports Center
New Berlin, New York
Results: July 20, 1997 (Round 8 of 13)

125 MOTO 1: 1. Kevin Windham (Yam); 2. Ricky Carmichael (Kaw); 3. Mike Brown (Yam); 4. Mickael Pichon (Suz); 5. Damon Huffman (Kaw); 6. Steve Lamson (Hon); 7. Bobby Moore (Yam); 8. Scott Sheak (Hon); 9. Michael Brandes (Yam); 10. Tim Ferry (Suz); 11. Robbie Reynard (Hon); 12. Mike Craig (Hon); 13. Casey Johnson (Kaw); 14. Craig Decker (Kaw); 15. Tony Lorusso (Suz); 16. Casey Lytle (Hon); 17. Brian Deegan (Suz); 18. Stephane Roncada (Hon); 19. Nathan Ramsey (Suz); 20. Ron Tichenor (Suz); 21. Barry Carsten (Suz); 22. Charley Bogard (Suz); 23. Jeff Willoh (Yam); 24. Brock Sellards (Kaw); 25. Pedro Gonzalez (Kaw); 26. Scott Carter (Suz); 27. David Pingree (Kaw); 28. Shaun Perolio (Hon); 29. Steve Herman (Suz); 30. Ryan Duff (Hon); 31. Eric Reilly (Suz); 32. Josh Demuth (Suz); 33. Jon Barfoot (Yam); 34. Caleb Leath (Yam); 35. Robbie Skaggs (Hon); 36. Brandon Roberts (Kaw); 37. Jeff Carmignani (Hon); 38. James Povolny (Suz); 39. David Kratz (Suz); 40. Tom Clowers (Suz).

125 MOTO 2: 1. Kevin Windham (Yam); 2. Steve Lamson (Hon); 3. Robbie Reynard (Hon); 4. Mickael Pichon (Suz); 5. Damon Huffman (Kaw); 6. Scott Sheak (Hon); 7. Ricky Carmichael (Kaw); 8. Mike Brandes (Yam); 9. Mike Craig (Hon); 10. Nathan Ramsey (Suz); 11. Ron Tichenor (Suz); 12. Tony Lorusso (Suz); 13. Casey Johnson (Kaw); 14. Tim Ferry (Suz); 15. Casey Lytle (Hon); 16. Brian Deegan (Suz); 17. Stephane

Briefly...

Upon winning the Venezuelan Grand Prix, **Stefan Everts** and manager **Dave Grant** immediately flew to the United States in order to begin preparations for their assault on the AMA National Championship circuit. "I'm staying at Jeff Stanton's house in Michigan and I really like it up here," Everts said on the Wednesday before the Unadilla National. "I like being in the country because I don't like big cities. We went out on the boat today and I went water-skiing, which was great. Tomorrow I'm going to try it on one ski. I'm just trying to relax and have fun, but I know that this race (Unadilla) is a big deal because all of Europe is behind me. I sure hope I do well at Unadilla, both for myself and for all of the European riders, who deserve more respect. I love the Honda CR this year, but the bike I race in the GPs is a full-factory bike and I won't be able to race it at Unadilla because of the production rule. Honda is waiting for me in New York with a brand-new motorcycle. They're going to give me a lot of support there because they had no riders in the United States this year. My manager Dave Grant, is with me, but my GP mechanic went back home to Belgium; one of the American Honda mechanics will be working with me."

After riding his "production" **CR250** for the first time, Everts said: "I like the bike a lot. The bike is very new and the only thing that is different in comparison to my GP bike back in Europe is that the engine is more abrupt and more supercross-oriented - the powerband is not as broad." Despite the fact that he rode with a front flat tire, Everts easily won his Saturday morning qualifier.

American **Bob Moore**, who campaigns the 125cc Grand Prix World Champions Series for the Italian-based Magic Bike team, and Tennessee's Mike Brown, who competes on the 250cc circuit for Michele Rinaldi's Chesterfield Yamaha outfit, both did their series proud by taking commanding wins in their respective Saturday qualifiers. Both riders chose to ride the 125cc division at Unadilla.

Word from Europe claims that French prodigy **Sebastien Tortelli** will be out of competition for upward of three months. Tortelli, who was running third in the 250cc World Championship point standings, broke his third vertebra at the Grand Prix of Venezuela and immediately went back to France to seek medical attention and to begin rehabilitation. Word has it that the injury will keep Tortelli out of the remaining GPs, the Motocross des Nations and the prestigious Paris-Bercy Supercross.

American Honda's **Cliff White** and **Shane Drew** ended up spinning wrenches on Stefan Everts' race bike for Unadilla. For Drew, it was an opportunity to work for a world-class racer - again. "I was supposed to be Jeremy McGrath's mechanic this year," Drew said. "However, with his switch to Suzuki, that only lasted two weeks. Basically, we're working on the bike we had set up for this year and didn't get to use."

Steve Lamson was in good spirits at Unadilla, happy to finally be rid of injuries and prepared to do some damage on the AMA and perhaps the FIM GP motocross circuits. "There is a chance that I may ride the final 250cc GP in Gaildorf, Germany," Lamson said. "Since we've been helping Stefan out, Dave Grant has invited me to come over and race. We'll see what happens. And as far as I know, I'm still riding on the American Motocross des Nations team. Since I've been hurt so much, I think a lot of people kind of forgot about me. However, I really am prepared to ride in Belgium."

Recently, Lamson also signed a deal with **Reef** shoes. A longtime major player in the surfing industry (Reef currently sponsors multi-fold World Surfing Champion Kelly Slater), Lamson claimed that the shoe manufacturer was eager to become a part of the motocross scene. "They're super-excited to be involved in the sport. While we haven't finalized a final contract, they've been hooking me up with shoes and plan to do something pretty big with me in 1998."

Due to the rock-strewn **Unadilla** circuit, nearly every major team utilized hand guards, pipe guards, water-pump guards, radiator guards, and braces in order to keep their bikes - and riders - protected from flying stones and gravel. Additionally, the same teams ran foam inner-tubes in order to guard against punctures and flats, which are all too common on the rough Unadilla course.

Former AMA 500cc National Champion and FIM 250cc World Champion **Danny LaPorte** was present as a member of the FIM contingent at Unadilla. For LaPorte, the majestic old facility held some special memories. "I remember the 1983 250cc U.S. GP held here very clearly," said LaPorte from the track's infield on Sunday morning. "It was right after the Americans began dominating the Motocross des Nations and everyone began to say that the Europeans were not as fast. So I thought to myself, 'I've got to beat them.' David Bailey won the first moto, and in the second, Bailey, (Broc) Glover, (Brian) Myerscough and myself had a major battle and pushed ourselves to the limit. I ended up winning that moto, and felt that I actually was the best rider in the world that day. After that race, David, Brian and I were all on the ground, dehydrated, sick and exhausted. The moto win was one of the major highlights of my entire career."

"There certainly seems to be a lot of excitement here today," said **Dave Grant**, Stefan Everts' manager and overlord of Honda's 250cc European racing effort, on Sunday morning. "We just completed GPs in Brazil and Venezuela (both of which Everts won), and flew to America on Monday. Our objective is to win today, but as long as we make a good showing, we will be happy. To be honest, to be a true World Champion, you have to be able to take on all comers. We're attempting to do that. In fact, I wish some of the Americans would come over to race a few Grands Prix. Your riders here are top standard, your Emigs and your McGraths - they have a lot of talent. However, your facilities (citing Unadilla) and your organization setup is a long way behind Europe. It's like visiting 'Jurassic Park.' The organization and professionalism of the 250cc class in Europe has come a long way. We have showers, toilets, VIP areas with food and drink, fax machines, and press tents. I don't see that here. Also, every racer has a time transponder on his bike to monitor lap times and track position."

Grant also spoke of his **Honda team's future**: "In 1998, we will carry on with a European-based GP team with two semis and three riders. Stefan will also come over and do more Nationals. We're currently negotiating with Philip Morris Tobacco for sponsorship next year, as well. As far as riders, we are looking at Pit Beirer (of Pamo Honda) and Frederick Bolley (of JHK Kawasaki). I'd like to look at an American rider, but they are all tied to the factories here. Much like here, we're getting more teams in Europe, but the availability of riders just isn't there. I hope to bring Steve Lamson over for the German Grand Prix at Gaildorf so he can see how our races are run. I'd like to stress that I would like to see some Americans come over to Europe and race some GPs. The FIM and AMA could work together to leave open dates on their schedules. We plan to go worldwide with the 250cc class and it would be great to have the Americans attend some of the races. In fact, next month we're going to Greece to sanction a circuit for next year's series. I have to thank Cliff White for all of his help in America, and I would also like to thank Jeff Stanton for his help and hospitality - he's a great influence on Stefan and we had a great time with him. We want to approach this like Roger DeCoster did. Roger was a great champion. He went everywhere to race everyone and proved he was the best. He proved that he was the true World Champion."

As this year's **Motocross des Nations** approaches, the Belgian federation is in the final stage of selecting its team. Both Stefan Everts and Marnicq Bervoets will ride 250s, while it is likely - depending on a test session between a number of riders - that Werner Dewitt will ride the 125cc class. The race will be held on the aforementioned riders' home turf in Nismes, Belgium.

"I came over to race and maybe try and come back to the United States," said **Mike Brown**, who has experienced an injury-ravaged season as a member of the Chesterfield Yamaha 250cc Grand Prix team, before the Unadilla National. "I hope to ride well here today and talk to a few teams next week. I've been talking to

some people, and I'm trying to get something worked out over here. Going to Europe has made me a better rider and I felt that I have gotten faster. It's a lot harder over there than people think it is. It's been fun, but I would like to race in America."

When asked what his plans were for 1998, Team Suzuki's **Mickael Pichon** replied: "I hope to stay with Team Suzuki again next year. My leg (which he broke in January) feels good and continues to keep getting better."

Team Honda of Troy boss **Phil Alderton** confirmed at Unadilla that Stephane Roncada has signed on to race for the team in 1998. Furthermore, Alderton added that both Larry Ward and Michael Craig are currently negotiating to return to the Dayton, Ohio-based aftermarket team in '98.

At Unadilla, Team Kawasaki rider **Ryan Hughes** utilized a unique number plate encapsulating two, small pressurized bottles that allegedly keep the forks charged and supple in rough, whooped-out conditions. Currently being used on Sebastien Tortelli's factory Grand Prix Kawasaki, Jeff Emig has also been using the system. However, unlike Hughes and Tortelli, the canisters on Emig's bike are hidden within the crossbar pad. Word has it that Emig does not like any type of eyesight obstruction in the handlebar area, which is a variable involved with the Tortelli/Hughes special number plate.

Speaking of **Jeff Emig**, he competed at Unadilla with a flu-like respiratory infection that kept him off the bike for virtually the entire week preceding the Unadilla National.

"I've come here to have some fun," said former 125cc World Champion and current GP rider **Bob Moore**. "It's been 11 years since I've ridden a National, and I wanted to see how it would go. I also want to let people know that I want to stay over here. I don't know about racing again next year, but I felt great in Finland (for a GP) and ended up winning a moto by over 15 seconds - so we'll just have to see what happens." Moore spent nearly his entire professional career racing the FIM Grand Prix circuit, winning a World title and several 125cc and 250cc GPs during his tenure.

Also in attendance at Unadilla was 250cc GP rider **Paul Cooper**. "I have always wanted to come here and race," said the Englishman. "So Cal. Racing, which is based here in the United States, sponsors me on the GP circuit and helped me get this set up. I've had a number of injuries this year - I'm just coming off a dislocated shoulder, so this is a good opportunity for me. My qualifiers went well and I love the track, although it is very stony. I hope to come back strong."

For the record, **Team Kawasaki** is set for 1998 as Jeff Emig, Ryan Hughes and Damon Huffman will do another tour of duty with Kawasaki.

Adding additional Grand Prix flair to the Unadilla National was former FIM 125cc World Champion **Pedro Tragar** of Holland. Tragar, who is sponsored in Europe by Honda of Troy, flew up from the Venezuelan GP on behalf of his American sponsor. "Honda of Troy asked me to come over and race, and I am having a good time," Tragar said. "The track is good and much wider than the tracks we race on; however, it's very bumpy. I was here back in 1986 to race a 250 GP and don't remember it being this bumpy. I have never raced an American National with all of the U.S. guys, so I hope I do well." Tragar finished up the day with 12-36 moto scores.

Former AMA National MX Champion **Jammin' Jimmy Weinert** made an appearance at Unadilla, lending a hand in the announcing tower. If the excitement present in Weinert's voice was any indication, he seemed to be enjoying himself and his microphone duties.

Both **Jeff Emig**, on his factory 250cc Kawasaki, and Kevin Windham, on his Yamaha 125, took home back-to-back 1-900-Pro Race Holedshot Awards, earning \$250 per holedshot.

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125 O/A: 1. Kevin Windham (Yam); 2. Steve Lamson (Hon); 3. Mickael Pichon (Suz); 4. Ricky Carmichael (Kaw); 5. Damon Huffman (5-5); 6. Robbie Reynard (Hon); 7. Scott Sheak (Hon); 8. Michael Brandes (Yam); 9. Mike Craig (Hon); 10. Mike Brown (Yam); 11. Tim Ferry (Suz); 12. Casey Johnson (Kaw); 13. Tony Lorusso (Suz); 14. Bob Moore (Yam); 15. Nathan Ramsey (Suz); 16. Ron Tichenor (Suz); 17. Casey Lytle (Hon); 18. Brian Deegan (Suz); 19. Stephane Roncada (Hon); 20. Craig Decker (Kaw); 21. Jeff Willoh (Yam); 22. Scott Carter (Suz); 23. Barry Carsten (Suz).

AMA 125cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 8 of 13 rounds): 1. Ricky Carmichael (337/5); 2. Kevin Windham (268/2); 3. Scott Sheak (234/1); 4. Robbie Reynard (217); 5. Mickael Pichon (198); 6. Casey Johnson (193); 7. Mike Craig (192); 8. Tim Ferry (191); 9. Stephane Roncada (186); 10. Michael Brandes (160); 11. Damon Huffman (131); 12. Steve Lamson (130); 13. Craig Decker (113); 14. Tony Lorusso (99); 15. Ron Tichenor (92); 16. David Pingree (91); 17. Casey Lytle (81); 18. Brock Sellards (73); 19. Robbie Skaggs (62); 20. Barry Carsten (59); 21. Jeff Willoh (58); 22. Shaun Perolio (54); 23. Nathan Ramsey (52); 24. Brian Deegan (38); 25. Josh Demuth (27); 26. Scott Carter (26); 27. Paul Currie (23); 28. Charley Bogard (21); 29. Mike Brown (20); 30. Robbie Horton (16); 31. Chris Wheeler (15); 32. Bob Moore (14); 33. Mike Treadwell (13); 34. Chad Pederson (11); 35. Rusty Holland (8); 36. (TIE) James Povolny/Greg Schnell (7); 38. (TIE) Travis Preston/David Kratz (6); 40. Wally Silva (4); 41. (TIE) Billy Silvarole/Jiri Dostal/Pedro Gonzalez (1).

250 MOTO 1: 1. Jeff Emig (Kaw); 2. John Dowd (Yam); 3. Stefan Everts (Hon); 4. Mike LaRocco (Suz); 5. Greg Albertyn (Suz); 6. Ezra Lusk (Suz); 7. Ryan Hughes (Kaw); 8. Jimmy Button (Yam); 9. Jeremy McGrath (Suz); 10. Damon Bradshaw (Hon); 11. Phil Lawrence (Yam); 12. Pedro Trager (Hon); 13. Larry Ward (Hon); 14. Paul Cooper (Kaw); 15. Anthony Amaradio (Yam); 16. Mike Kiedrowski (Hon); 17. Jason McCormick (Yam); 18. Brian Swink (Kaw); 19. Bruce Stratton (Suz); 20. Ryan Huffman (Kaw); 21. Takeshi Koikedo (Yam); 22. Jim Neese (Suz); 23. Jeff Yentzer (Kaw); 24. Anthony Pocorobba (Suz); 25. Ray Sommo (Hon); 26. Yoshitaka Atsuta (Hon); 27. Mike Wilcox (Hon); 28. Keith Troccoli (Suz); 29. Mike Katin (Yam); 30. Greg Kreinbrook (Kaw); 31. Mike Roswell (Hon); 32. Kurt McMillen (Hon); 33. Buddy Antunez (Hon); 34. Ryan Terlecki (Suz); 35. Shawn Castle (KTM); 36. Tom Welch (Suz); 37. Matthew Boyd (Hon); 38. Scott Rockwell (Suz); 39. Rich Taylor (Suz); 40. Joel Dengler (Suz).

250 MOTO 2: 1. Jeff Emig (Kaw); 2. John Dowd (Yam); 3. Ezra Lusk (Yam); 4. Mike LaRocco (Suz); 5. Stefan Everts (Hon); 6. Ryan Hughes (Kaw); 7. Mike Kiedrowski (Hon); 8. Jeremy McGrath (Suz); 9. Jimmy Button (Yam); 10. Greg Albertyn (Suz); 11. Anthony Amaradio (Yam); 12. Brian Swink (Kaw); 13. Phil Lawrence (Yam); 14. Bruce Stratton (Suz); 15. Paul Cooper (Kaw); 16. Takeshi Koikedo (Yam); 17. Damon Bradshaw (Hon); 18. Anthony Pocorobba (Suz); 19. Kurt McMillen (Hon); 20. Jeff Yentzer (Kaw); 21. Ryan Huffman (Kaw); 22. Yoshitaka Atsuta (Hon); 23. Joel Dengler (Suz); 24. Greg Kreinbrook (Kaw); 25. Mike Wilcox (Hon); 26. Mike Katin (Yam); 27. Larry Ward (Hon); 28. Keith Troccoli (Suz); 29. Ryan Terlecki (Suz); 30. Shawn Castle (KTM); 31. Matthew Bond (Hon); 32. Jim Neese (Suz); 33. Buddy Antunez (Hon); 34. Tom Welch (Suz); 35. Mike Roswell (Hon); 36. Pedro Trager (Hon); 37. Ray Sommo (Hon); 38. Jason McCormick (Yam); 39. Scott Rockwell (Suz); 40. Rich Taylor (Suz).

250 O/A: 1. Jeff Emig (Kaw); 2. John Dowd (Yam); 3. Mike LaRocco (Suz); 4. Stefan Everts (Hon); 5. Ezra Lusk (Yam); 6. Ryan Hughes (Kaw); 7. Greg Albertyn (Suz); 8. Jeremy McGrath (Suz); 9. Jimmy Button (Yam); 10. Mike Kiedrowski (Hon); 11. Phil Lawrence (Yam); 12. Anthony Amaradio (Yam); 13. Damon Bradshaw (Hon); 14. Paul Cooper (Kaw); 15. Brian Swink (Kaw); 16. Bruce Stratton (Suz); 17. Pedro Trager (Hon); 18. Larry Ward (Hon); 19. Takeshi Koikedo (Yam); 20. Jason McCormick (Yam); 21. Anthony Pocorobba (Suz); 22. Kurt McMillen (Hon); 23. Jeff Yentzer (Kaw); 24. Ryan Huffman (Kaw).

AMA 250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 8 of 13 rounds): 1. Jeff Emig (347/3); 2. John Dowd (303/2); 3. Jeremy McGrath (272); 4. Ezra Lusk (239/1); 5. Mike LaRocco (229); 6. Larry Ward (212); 7. Ryan Hughes (207); 8. Jimmy Button (182); 9. Damon Bradshaw (172/1); 10. Greg Albertyn (160/1); 11. Phil Lawrence (123); 12. Doug Henry (102); 13. Mike Kiedrowski (96); 14. Buddy Antunez (83); 15. Anthony Amaradio (82); 16. Jason McCormick (72); 17. Anthony Pocorobba (59); 18. Ryan Huffman (54); 19. Brian Swink (50); 20. Bruce Stratton (47); 21. Ray Sommo (43); 22. Jim Neese (41); 23. Heath Voss (37); 24. Stefan Everts (36); 25. Takeshi Koikedo (34); 26. Ty Wallace (30); 27. Cliff Palmer (28); 28. Mike Jones (21); 29. Todd DeHoop (15); 30. Doug Dubach (15); 31. Paul Cooper (13); 32. Austin Squires (13); 33. Ryan Terlecki (12); 34. Keith Bowen (11); 35. Lance Small (10); 36. (TIE) Pedro Trager/Yoshitaka Atsuta (9); 38. (TIE) Joel Dengler/Mike Katin (7); 40. (TIE) Keith Johnson/Jeff Yentzer/Sean Hogan (6); 43. (TIE) Spud Walters/Ben Asaff/Pat Barton (4); 46. (TIE) Rich Taylor/Jason Conlon/Brad Hagseth/Matt Shue (3); 50. (TIE) Keith Troccoli/Kurt McMillen (2); 52. (TIE) Jason Thomas/Joseph Oehlhof/Jim Jones/Pat Foster/Jason Frenette/Shawn Waring/Tom Clowers/Ty Birdwell (1).

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Round 9 - Troy, Ohio, July 27

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Zim's YAMAHA
Sports Plaza
Gresham, OR
(503) 666-9438

Florence YAMAHA
Florence, OR
(541) 997-1157

Bay Area YAMAHA Cycles
North Bend, OR
(541) 756-1278

Apache Cycle
Ontario, OR
(541) 889-7606

Town Center YAMAHA
Oregon City, OR
(503) 657-4654

Roseburg Power Sports
Roseburg, OR
(541) 672-4179

Cycle Sports of Salem
Salem, OR
(503) 390-9000

YAMAHA of Springfield
Springfield, OR
(541) 747-1839

Cascade Sport & Marine
Sublimity, OR
(503) 769-8888

Beaverton YAMAHA
Tigard, OR
(503) 684-6600

UTAH
South Valley Motorsports
Draper, UT
(801) 576-1899

WASHINGTON
The Brothers
Bremerton, WA
(360) 479-6943

Skagit Powersports
Burlington, WA
(360) 757-7999

Powersports Northwest
Centralia, WA
(360) 736-0166

Enumclaw YAMAHA
Enumclaw, WA
(360) 825-4502

Federal Way Cycle Center
Federal Way, WA
(253) 927-6118

I-90 Motorsports
Issaquah, WA
(425) 391-4490

Longview Motorsports
Longview, WA
(360) 636-1220

Moses Lake YAMAHA
Moses Lake, WA
(509) 765-1925

Spokane YAMAHA
Spokane, WA
(509) 924-7233

Westside YAMAHA
Spokane, WA
(509) 747-1969

Sunnyside YAMAHA
Sunnyside WA
(509) 837-4464

MVRS YAMAHA
Twisp, WA
(509) 997-2922

Condotta's Motorsports
Central
Wenatchee, WA
(509) 665-6686

Owens Cycle
Yakima, WA
(509) 575-1916

YAMAHA

AMA AMATEUR DAYS

Note: Pre-Entry Only This Year

August 15, 1997

80 7-11, 80 12-13, 80 14-15, 80 D,
Supermini, 125 C & D, 250 C & D,
Open B/C, D, 50's - 60's, BTH
(14-24) Am. only

August 16, 1997

125 A & B, 250 A & B, 25+ A/B
& C, 30+ A, B & C, Women,
40+ A, B, C

August 17, 1997

Pro Practice 8:45 a.m.,
Qualifying 10:30 a.m.

INFORMATION

Ralph & Carolyn Huffman
(541) 673-1671
Brian Barnes
(360) 695-9221
Track (Race Weekends)
(360) 837-3975

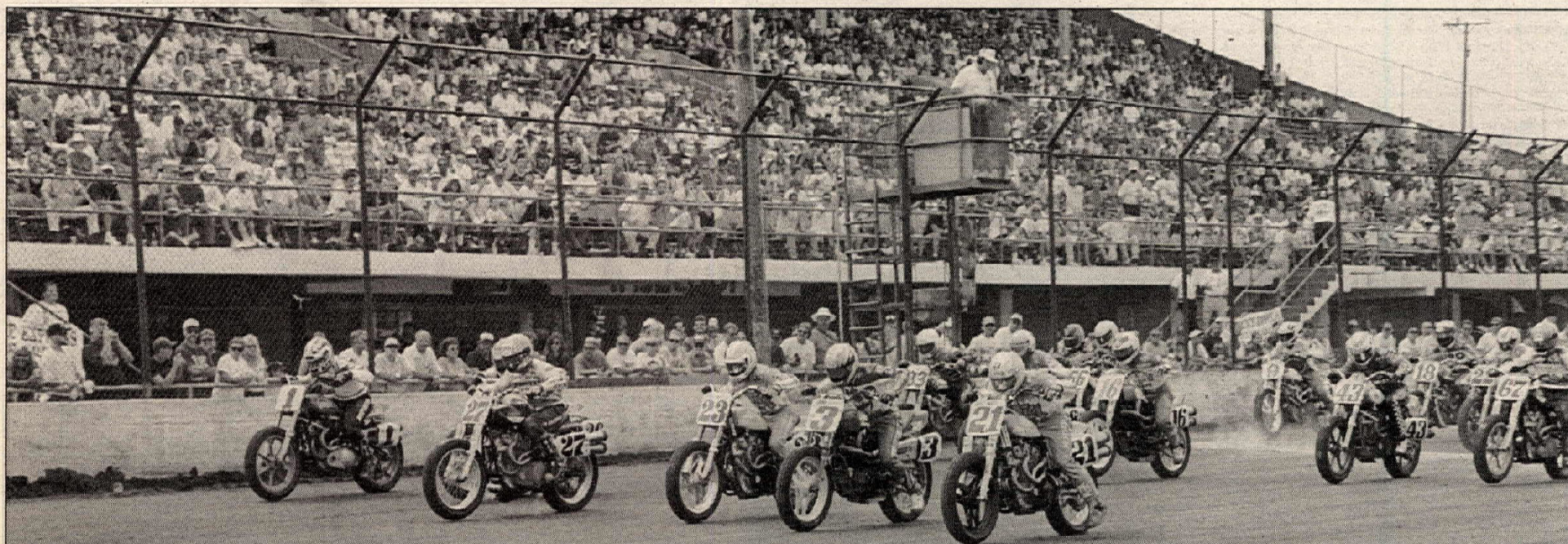
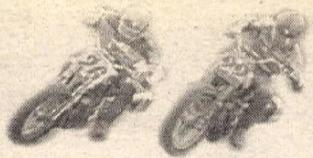
Pre-Entry Only.

Call For Entry Forms
Carolyn Huffman
(541) 673-1671
Mail Entries To:
Washougal Motocross
401 Seven Springs Lane
Roseburg, OR 97470

Call For Entry Forms. Entries must be received by July 31, 1997. AMA Membership Required
Race Fees: \$35 plus Admission. Overnight Camping \$15, Parking \$5, Paddock Passes \$10 (Available Sunday 8 a.m.)
No Checks Accepted At Track • Cash Only At Track •

Gates Open 10:00 a.m. • Thursday, August 14, 1997 • Gates Open All Night • Practice 7:00 a.m. • RACE 9:00 a.m.

No spectator tarps or canopies allowed as they obstruct the viewing area.



Turnabout

By Scott Rousseau
Photos by Flat Trak Fotos

OKLAHOMA CITY, OK, JULY 20

After leaving the place in an ambulance last year, it would be understandable for Will Davis to figure that he was owed one by the Oklahoma City Half Mile.

For it was here, at State Fair Speedway, that the Total Control Racing rider's championship drive was effectively derailed after a collision with Scott Parker broke Davis' leg and then set the stage for one of the most horrifying crashes of the 1996 season. He had come in with the points lead, only to crash, ultimately lose his spot atop the points leaderboard, and drop to third in the standings at year's end.

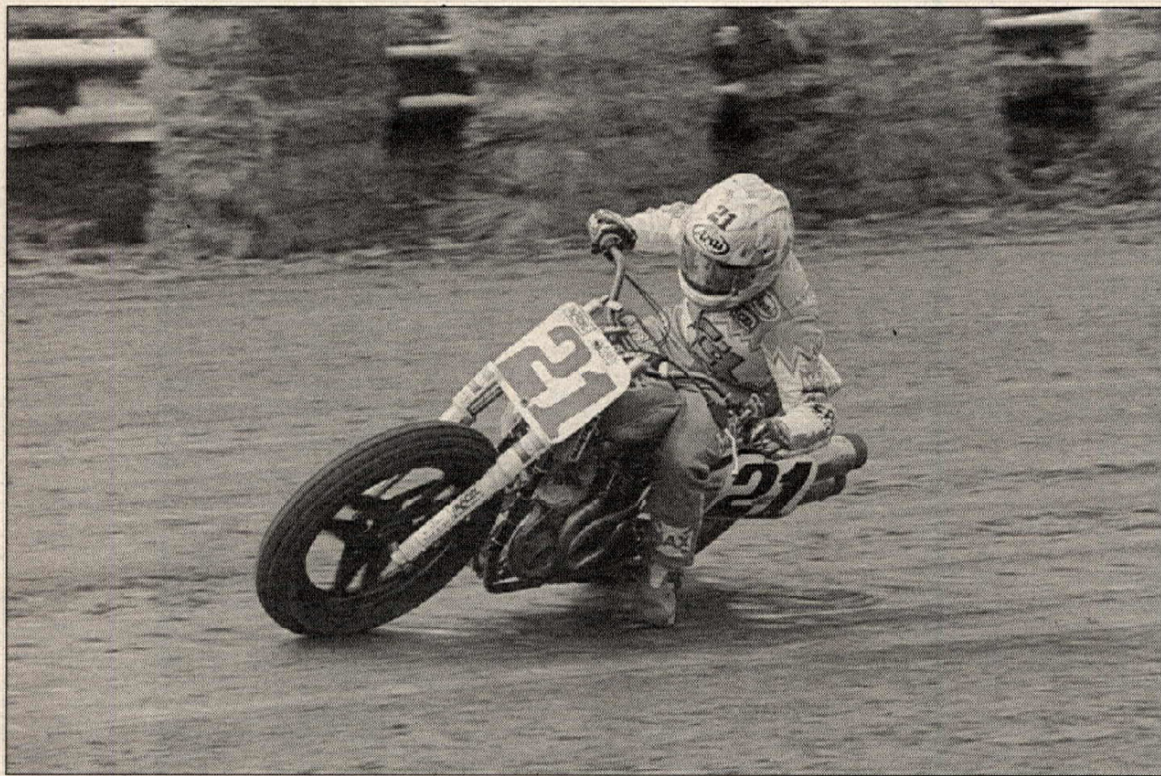
Coming into the 1997 edition of the event, the stage was set the same, as Davis once again came in on top of the points; but the final outcome was like night and day - both literally and figuratively. After severe thunderstorms forced the cancellation of the Saturday night show, the 32-year-old North Carolinian grabbed the holeshot during the Sunday main event and then pulled away from the rest of the field by better than 20 lengths to score career win number 14, vaulting himself to a tie with '50s-era rider Everett Brashear for 16th place on the all-time Grand National winner's list and further solidifying his lead in the points. Afterward, the jubilant Davis said that no payback was necessary.

"This race track didn't owe me anything," Davis said. "I look at the accident last year as being a good accident. Looking back on it, I was fortunate not to get hurt worse than I did. I'm just glad to pick up where I left off last time. I was leading that one, and now this year we came back and finished it."

Davis' chances for victory were never in doubt. He set sail right off the start of the 25-lap main event, with teammate Kevin Atherton in tow - as the two out-

(Above) The fastest 18 riders of the day leave the line under the watchful eyes of 7500 fans at the rain-delayed Oklahoma City Half Mile, with eventual winner Will Davis (21) headed for the front.

(Right) Davis was never seriously challenged for the lead as he cut 25 near-flawless laps to net his fourth win of the year - one more than he scored in all of 1996.



distanced the rest of the field within the first half of the race - and then ran off and hid from Atherton to take his fourth victory of the year before the season has even reached its halfway point. Davis only won three times all year in '96.

"Last year we were winning also, but it was a learning year," Davis said. "It was my first time back on a Harley since '91. In the off-season, we got to working on improving what I didn't like about them, and the TCR crew has really done it. The engine, the chassis - all of it works great."

After following Davis for the entire distance, and at one point being close enough to threaten for the lead, a frustrated Atherton was once again dissatisfied with second place. But the 26-year-old Michigander admitted that he had only himself to blame.

"Second sucks," Atherton said. "The tire was fine; I just made about three small mistakes, and that was all it took. It was such a fine line out there that when you bobbled you'd lose a little ground every time. I did that three times - hit some ruts and spun. It was a really fast track for Oklahoma City. We'll just go on to the next race."

The battle for third place raged throughout the main event, finally settling down to two riders in the late going, as Team Harley-Davidson's Scott Parker and 1-800-FASTHOG/Moroney's Harley-Davidson's Davey Camlin viciously fought over the final podium spot. Parker left the starting line fifth before moving up to snatch third from Camlin on lap 14. Despite several attempts by Camlin - including a last-lap desperation slide down low at the

entrance to turn three - the seven-time AMA Grand National Champion bested the Illinois-based mile specialist to join Davis and Atherton in victory circle.

"We're happy with third," Parker said. "The start was the only place that they really beat us. We got a bad holeshot, and they jumped on us for the first five laps, and the race was over after that. I charged for a little while and started to move up on 'em, and then it was like I just hit a wall, where I couldn't go any faster than I was going. Then Camlin was on me, and I had to beat him, so I just tried not to make any mistakes. I made him try to pass me on the outside."

"That jerk," Camlin said in mock anger. "I really tried, but he's just too damn good. He anticipated everything that I was going to do. He did what any-

body would do in that position. He's the champion. But I feel good. I learn a lot every time I come to one of these races."

Fifth place went to retiree and race promoter Ronnie Jones. The 36-year-old Oklahoma City native dusted off his Loral Lake Racing leathers, borrowed a Honda from the team and then went out and put the hurt on several Grand National regulars at his home track. Jones started seventh and took several laps to get going before jumping into a three-way battle for fifth with Deeley Harley-Davidson's Steve Beattie and USC Racing's Ricky Graham. Jones used the bottom edge of the narrow Oklahoma City groove to ease past both riders and claim his first top-five finish since his fourth-place run at the same event one year ago.

"Not bad for a retired guy, huh?" Jones said. "I don't need any more wins or any more races, but I do miss everybody a lot, and I miss going sometimes. That's why I promoted the race here in the first place. I always had a dream to ride here, but I had no intention of riding this race. Then, two weeks ago, I was floating around in the swimming pool at my dad's house, and I thought, 'Man, I'm gonna hate being at the race and not riding in it.' I would have had just as much fun if I didn't do all that well."

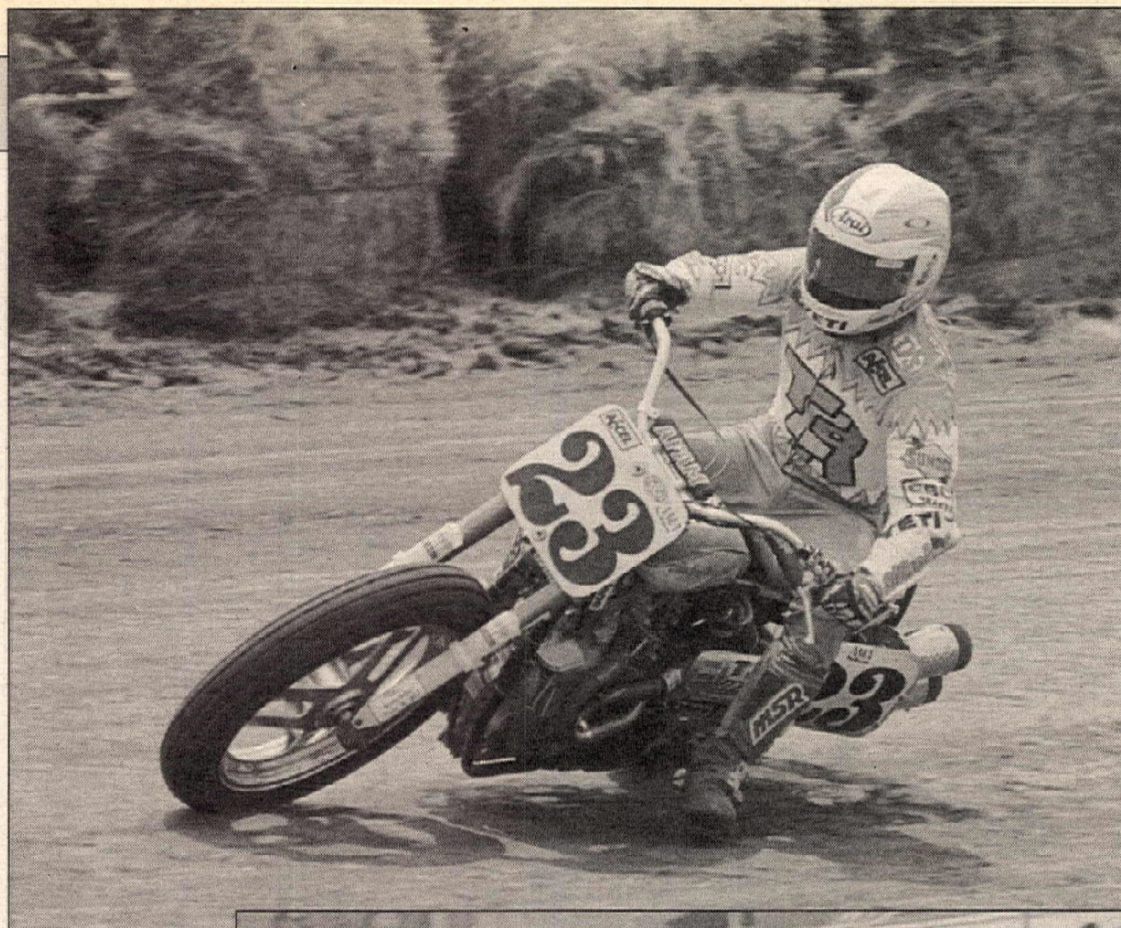
Graham followed Jones across the line for sixth aboard the only other Honda RS750. Beattie held on for a season-best seventh, while F&S Harley-Davidson/KK's Steve Morehead rode around in eighth, ahead of Suburban Motors J.R. Schnabel and Gardner Racing/Walters Bros. Harley-Davidson's Dan Butler. 1-800-FASTHOG-Moroney's Mike Hacker just beat H-D of Missouri/Burks Motorsports' Kenny Coolbeth for 11th, and Corbin Racing's Lonnie Pauley survived a battle of brakeless machines with Jay Springsteen to finish 13th. S&B Racing/Suburban's Bret Beyer, Harley-Davidson of Sacramento's Joe Kopp, Sakaida & Sons Trucking/KK's Terry Poovey and Adkins Racing/KK's Geo Roeder II rounded out the 18-rider field, in that order.

Davis now leads the series points standings with 173 points, 20 better than the second-placed Parker. Atherton is still third with 132. Corbin Racing/R&R's Rich King, who failed to make the main event due to mechanical gremlins, is fourth and losing ground fast with 125. Bartels' Harley-Davidson's Jay Springsteen, 14th at Oklahoma City, continues to have a consistent year and is fifth with 98 points.

HEATS

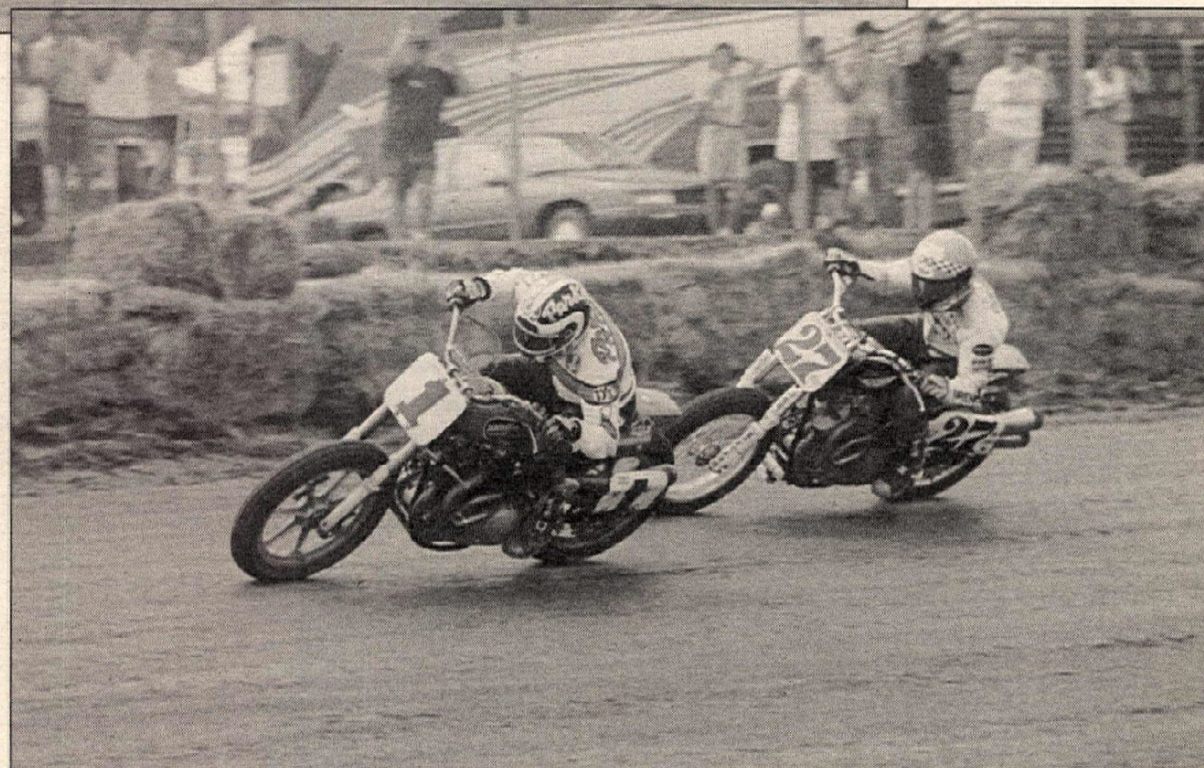
Despite the potentially rough conditions that could have been brought on by the rain that covered the race track, Jones' Arrow Promotions crew and track-prep guru Harold Murrell had the fast, clay State Fair Speedway half mile in top form for Sunday. Constant attention kept the surface consistent, though the riders managed to burn in a fairly narrow groove that was perilously close to the hay bales and made passing a risky proposition. Before the day was over, several riders would slip off the groove and eat straw, but there were no serious injuries.

Atherton got the show rolling in fine style with a win in the first heat. Davis took the lead at the start of the first 10-lapper, with Butler, Atherton, Pauley, Schnabel and Coziahr Harley-Davidson's Paul Morgan III in hot pursuit. Atherton went to work quickly, moving under Butler off turn four on the second



(Left) It takes two to TCR: Davis' teammate Kevin Atherton once again made a pilgrimage to the podium with a solid second-place finish. Atherton is now third in the series points standings.

(Right) Scott Parker (1) and Davey Camlin (27) had one of the few real races on the track in the main. The seven-time series champion held off the aggressive youngster at the line for third place.



lap and then waiting about three more circuits before going around the outside of Davis to take control for good and lead his teammate into the main event. Atherton expressed concern that the track might be more difficult to pass on as the day progressed.

"If they water it and get some moisture in it, then I think it will be all right," Atherton said.

Butler drifted off the groove in turn two and allowed Schnabel and Morgan to get by. Schnabel, the 1996 Rookie of the Year, beat 1995 Roy Morgan for the last direct transfer.

King was the man on the move early in heat two as he quickly dropped Gardner Racing/Walters Bros. Dan Stanley... that's right (see Briefly)... back to second on the back straight during lap two. The steady-riding Iowan did not keep it for long, as Beattie dropped underneath him going into turn one on lap four. King then steadily dropped back, and Stanley was forced to fend off Bret Beyer. The Wisconsinite passed Stanley on lap six for second, leaving him to hold off Kopp and USC Racing/Lancaster Harley-Davidson's Kevin Varnes for the final transfer. Kopp got under Stanley on the back straight before the finish to follow Beattie and Beyer through to the main.

"I think that's the first heat race that I've ever won," Beattie said. "When I

won I-96, I had to come through a semi. I like this track. In my mind, I just picture it with a lot of pea gravel on it."

Team Powell's Tim Mertens set a torrid pace in heat three, leading a three-rider freight train that included Graham and Parker. The Illinois-based veteran held the pair for lap after lap, Parker battling to get past Graham in the closing stages, and it appeared as though all three would cruise to the finish to take their main-event tickets. Then things got wild in the last two laps as Graham got a huge drive down the back straight and attempted to put a slide job on Mertens in turn three. The three-time champ made it, taking the lead for a split-second before sliding across the groove and into the hay bales. Graham gunned his Honda and swung the tail into the bales, clipping almost every one of them from the apex to the exit of turn four before he regained control. By then, Parker had passed Mertens, who took one more shot at the champ going into three on the last lap, only to pay the price. Mertens got off hard in the hay bales of turn three. He was down for several minutes but walked away.

In the meantime, Parker had taken the win over Graham and Hacker.

"Everyone's probably going pretty close to the same speed out there," Parker said. "I kind of split off by myself early and lost ground before I made my

way back into it. We haven't made any changes for the main."

Camlin made a shambles of the fourth heat, taking a commanding lead for the first five laps and then resuming it after the race was halted due to Greg Teague's crash in turn two. Roeder made his way to second, ahead of a three-way dice between Jones, Springsteen and Coolbeth. Roeder was second and Jones third, but neither would even get close to the streaking Camlin.

"I felt good," Camlin said. "I got another good start, and Skip has got the bikes workin' good. If we're struggling, then it ain't the bikes. It's me."

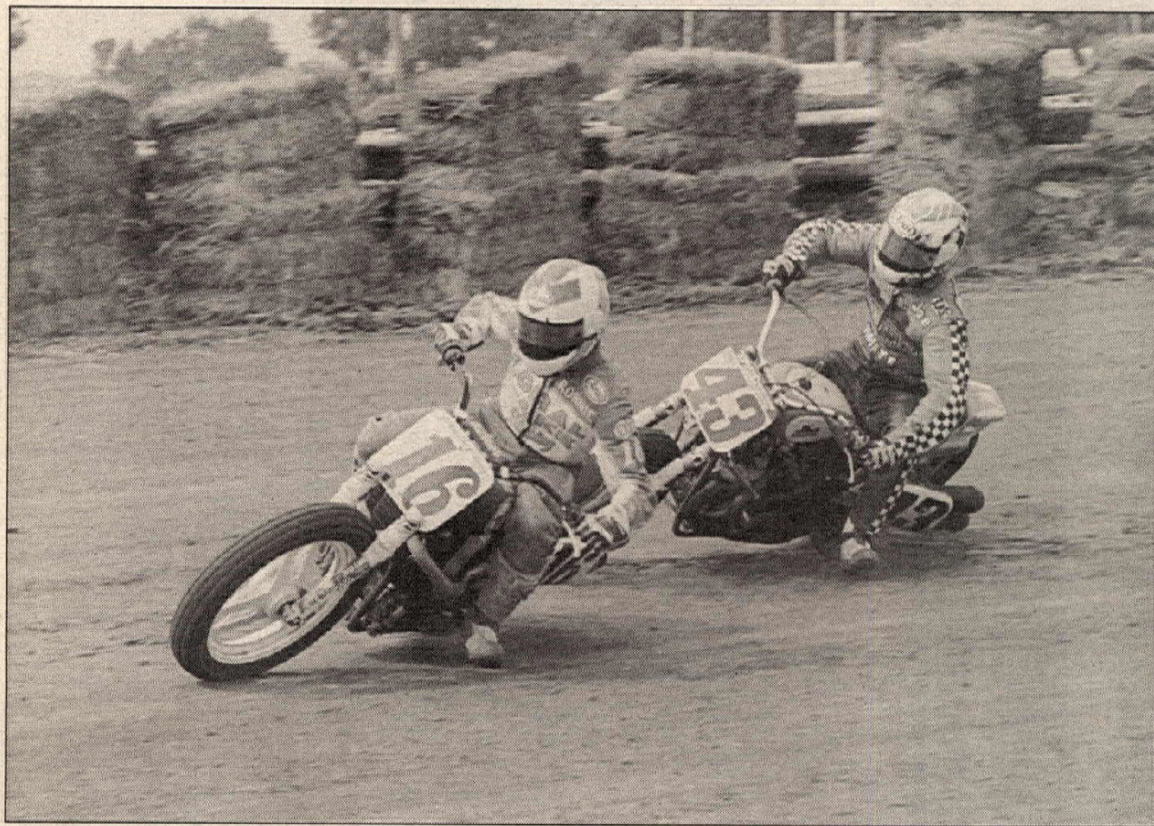
SEMIS

The events of the first eight-lap semi turned what could have been a great day into only a good one for the Gardner Racing team as temporary teamsters Stanley and Butler jumped into the first two slots and appeared set to head into the final together. But a red flag for a rogue hay bale, and another after Johnny Murphree crashed on the subsequent restart, allowed the rest of the field another chance. Poovey took control of the final sendoff and kept it from start to finish, while Butler desperately sought a way around Stanley. Butler caught a break off the final corner and snuck into the big show when Stanley's bike broke a coil and lost power.



DIRT TRACK AMA GRAND NATIONAL CHAMPIONSHIP SERIES

Round 10: State Fair Speedway



(Left) Ronnie Jones (16) came out of retirement to bag a very respectable fifth place in the main. It was his first top-five finish since placing fourth at Oklahoma City one year ago. (Below) The narrow groove was tricky, and several riders got into the bales during the day. Ricky Graham clipped several during the action-packed heat three.

Morehead took command in the second semi and cruised into the main via a comfortable win over Coolbeth, after Morgan dropped from contention by slipping off the groove in turns one and two while running second.

Springsteen finally got it in gear during the third semi and powered to the lead of a four-rider freight train consisting of Varnes, Robert Lewis and Pauley, who displaced Lewis for third and then took the final berth in the feature after Varnes slipped off the groove while attempting to get past eventual winner Springsteen.

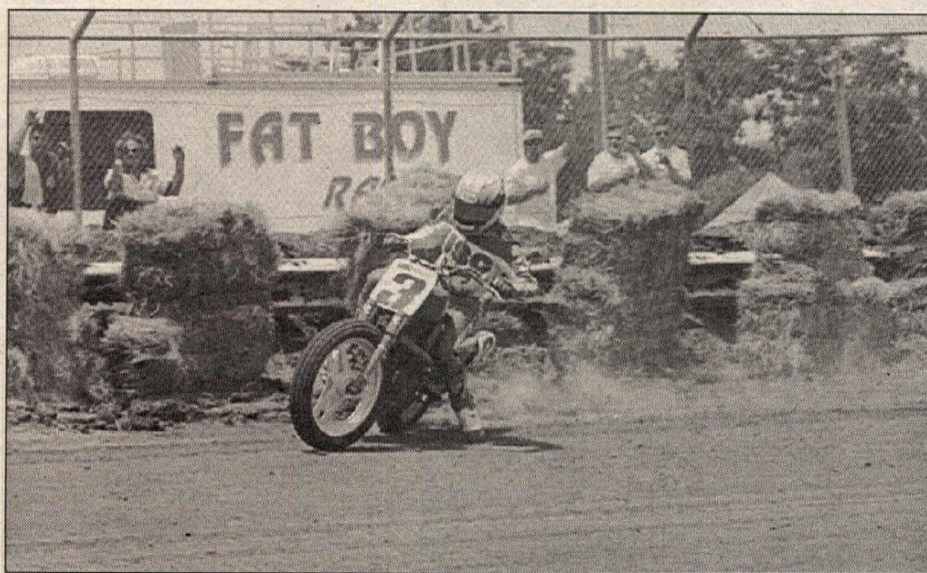
GRAND NATIONAL

As the 18 toughest dirt track motorcycle racers in the country paraded out onto the track, it was clear that track position at the start was going to be critical, and Davis knew it.

"For the main event, my objective was to get that holeshot," Davis said. "Otherwise, the only way to pass someone was to put a slide job on them. There was one line at the top of that groove, and I knew whoever had the holeshot would get on that line and just be gone."

Davis was that man, as he throttled his Tom Cummings-motored XR750 to the head of the pack at the start and then set the machine on cruise control, cutting carbon-copy laps as he and Atherton checked out. At least it appeared that way.

"Not really," Davis said. "Kevin was on my butt. It was a fast pace. Your concentration had to be perfect. You were always on pins and needles. I lost the front end a couple times through three



and four - little mistakes, but Kevin made just a few more than me."

Atherton pulled close to Davis, following his teammate for much of the race with the full knowledge that nobody else was close enough to challenge for the win. But just when it appeared as though the former Harley-Davidson factory rider would strike - about the same time that AMA flagman Steve Faraci showed the field the five-lap board - he began to fall back.

"You had to be smooth, damn near perfect, to win the race," Atherton said. "I saw Will maybe spin the tire one time. He's awesome on the grooved

tracks. I'm still getting them figured out."

With the top two set, Parker was forced to deal with Camlin, who had gotten back on track after running second briefly at the start. The pair ran nose to tail some 20 lengths behind Atherton and appeared to be catching him in the middle stages of the race before Parker hit his "wall." He was quick to point out that the term is not definitive of his season.

"People look at me, and it's like I've got to win or we've had a bad season," Parker said. "Out of 10 races, we've been on the podium seven times, and

Tim Mertens slammed the bales hard in turn three after leading most of heat three, but the Illinois rider was not seriously injured.

we were in position to win four of those races. All in all, we're having a good season, but if I don't win, then people are down on our program."

Parker said that the series is, for the most part, going exactly the way that he expected it would, with the series title apparently turning into a two-team race.

"Every time we look back, they (TCR) are right there, and every time they look back, we're right there."

With Jones by Graham and Beattie, Morehead ran alone in eighth, some distance ahead of Schnabel.

"From where we started, that wasn't too bad," Morehead said. "It was pretty uneventful. We just rode around. Nobody really did anything after a couple laps. They all stayed the same. But the race track was pretty good, considering it was a day race."

Meanwhile, after nearly facing elimination through the semi, Butler made the best of his third-row starting position and raced his way to 10th.

"We couldn't make it 25 laps on the tire we had, so for the main we put on a different tire that we'd scuffed in practice," Butler said. "After about six laps, everyone in the world went by me, and I think that we were running last. After a while it came back in, and I just started blowing into the turns. We thought we'd tuned ourselves out of the program, but we brought it right back."

Davis remained in perfect tune all afternoon, and he crossed the finish line almost half a straightaway ahead of Atherton, Parker, Camlin and Jones, more than exorcising any demons of past Oklahoma City races.

"That '96 race really was not a low point in my career, it was a learning point," Davis said. "There's little things that you learn that can add up on a track like this one - experience. Now, I know that things can turn around again, but right now this is definitely a high point."

AMA 883 NATIONAL

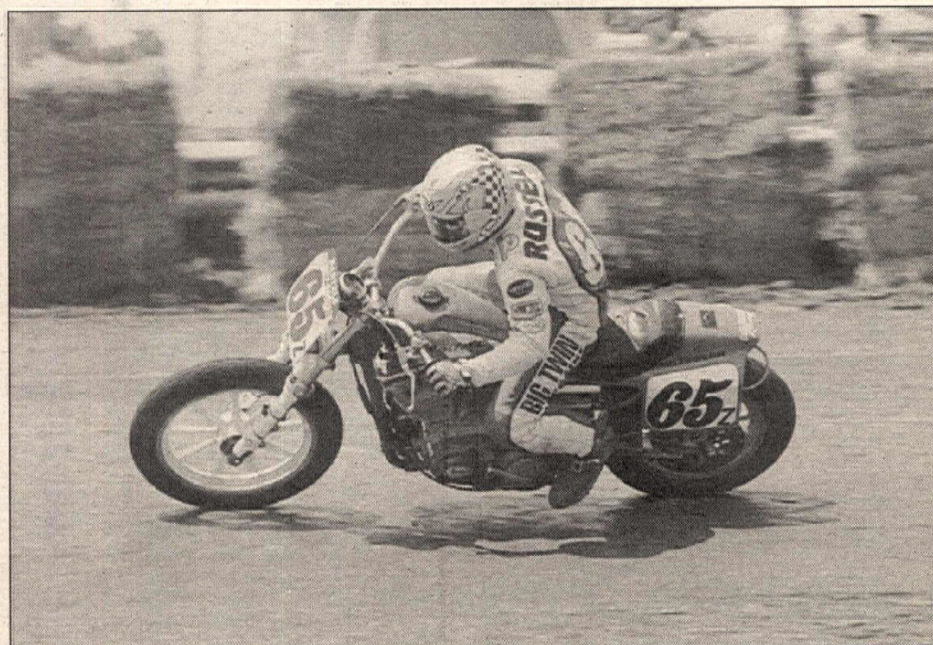
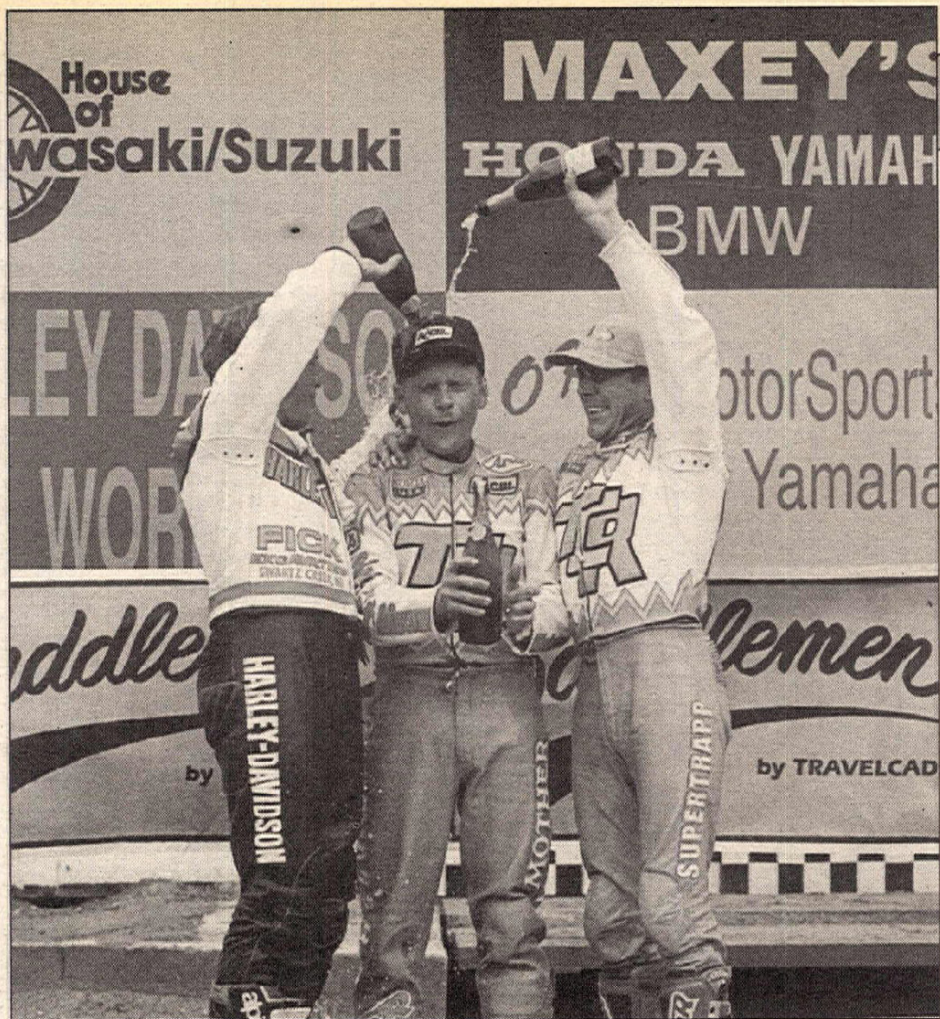
Will Davis wasn't the only rider to check out on the field at Oklahoma City, as youngster-to-watch Shaun Russell ran away from the field in the crash-abbreviated 883 final to grab the first National win of his budding career.

Russell got his Bartels' Harley-Davidson/Metzeler/Big Twin entry out of the gate ahead of Las Vegas Harley-Davidson's Jess Roeder and John Parker Racing/Suburban Motors' J.R. Schnabel. The diminutive Russell somehow managed to outmuscle Roeder and pull away on the fast, grooved half mile.

Multitime 883 National winner Davey Camlin ran fourth on his Moroney's Harley-Davidson XL, with Myers-Duren H-D's Victor McAnally displacing Bartels' Johnny Murphree to run in the top five.

Russell appeared to be in complete control of the race and not likely to be





(Left) It was hot in Oklahoma City, so Parker (left) and Atherton (right) decided to cool winner Davis (center) off on the victory podium.

(Above) Shaun Russell scored the first National win of his burgeoning career with a convincing victory in the crash-shortened 883 National main event.

headed when the race was red-flagged after Tom McGrane crashed but was uninjured in turns one and two. In order to speed up the show, the AMA called the race official, and an ecstatic Russell was handed the checkered flag to take his first National victory lap.

"We were way overdue," the normally quiet Russell said. "I'm not used to this. Everything was working perfect. I got a good start and tried not to make any mistakes. Nobody passed me, so I guess that I wasn't making too many. This gives me a lot of confidence. Special thanks to Bill Bartels and John Klaitzian for giving me this chance." **CA**

State Fair Speedway Oklahoma City, Oklahoma Results: July 20, 1997 (Round 10 of 23)

HEAT 1 (10 laps; 12 riders, top 3 transfer): 1. Kevin Atherton (H-D); 2. Will Davis (H-D); 3. J.R. Schnabel (H-D); 4. Paul Morgan III (H-D); 5. Dan Butler (H-D); 6. Lonnie Pauley (H-D); 7. Brett Landes (H-D); 8. Pat Buchanan (H-D); 9. Jason Fletcher (H-D); 10. Brent Armbruster (H-D); 11. Nick Daniels (H-D); 12. William Brock III (H-D).
Time: 3 min., 55.201 sec.

HEAT 2 (10 laps; 12 riders, top 3 transfer): 1. Steve Beattie (H-D); 2. Bret Beyer (H-D); 3. Joe Kopp (H-D); 4. Kevin Varnes (H-D); 5. Dan Stanley (H-D); 6. Rich King (H-D); 7. Paul Lynch (H-D); 8. Bryan Bigelow (H-D); 9. Paul Bergstrom (H-D); 10. Joey Duvall (H-D); 11. Josh Butler (H-D); 12. Jim Sumner (H-D).
Time: 3 min., 59.162 sec.

HEAT 3 (10 laps; 12 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Ricky Graham (H-D); 3. Mike Hacker (H-D); 4. Terry Poovey (H-D); 5. Steve Morehead (H-D); 6. Robert Lewis (H-D); 7. Johnny Murphree (H-D); 8. Shaun Russell (H-D); 9. Chance Darling (H-D); 10. Jaime Aguilar (H-D); 11. Tim Mertens (H-D); 12. Randy Shank II (H-D).
Time: 3 min., 55.138 sec.

HEAT 4 (10 laps; 12 riders, top 3 transfer): 1. Davey Camlin (H-D); 2. Geo Roeder II (H-D); 3. Ronnie Jones (H-D); 4. Jay Springsteen (H-D); 5. Kenny Coolbeth (H-D); 6. Dale Jenneman (H-D); 7. Mike Varnes (H-D); 8. Tom Troutd (H-D); 9. Ken Yoder (H-D); 10. Jim Rosa (H-D); 11. Greg Teague (H-D); 12. Steven Gill (H-D).
Time: None, due to red flag.

SEMI 1 (8 laps; 12 riders, top 2 transfer): 1. Terry Poovey (H-D); 2. Dan Butler (H-D); 3. Dan Stanley (H-D); 4. Bryan Bigelow (H-D); 5. Dale Jenneman (H-D); 6. Pat Buchanan (H-D); 7. Johnny Murphree (H-D); 8. Jaime Aguilar (H-D); 9. Josh Butler (H-D); 10. Steven Gill (H-D); 11. Ken Yoder (H-D); 12. Nick Daniels (H-D).
Time: 3 min., 12.900 sec.

SEMI 2 (8 laps; 12 riders, top 2 transfer): 1. Steve Morehead (H-D); 2. Kenny Coolbeth (H-D); 3. Paul Morgan III (H-D); 4. Brett Landes (H-D); 5. Greg Teague (H-D); 6. Paul Bergstrom (H-D); 7. Brent Armbruster (H-D); 8. Shaun Russell (H-D); 9. Tom Troutd (H-D); 10. Jim Sumner (H-D); 11. Rich King (H-D); 12. Tim Mertens (H-D).
Time: 3 min., 12.377 sec.

SEMI 3 (8 laps; 12 riders, top 2 transfer): 1. Jay Springsteen (H-D); 2. Lonnie Pauley (H-D); 3. Kevin Varnes (H-D); 4. Robert Lewis (H-D); 5. Mike Varnes (H-D); 6. Paul Lynch (H-D); 7. Chance Darling (H-D); 8. Randy Shank II (H-D); 9. Joey Duvall (H-D); 10. William Brock III (H-D); 11. Jim Rosa (H-D); 12. Jason Fletcher (H-D).
Time: 3 min., 09.993 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Will Davis (H-D); 2. Kevin Atherton (H-D); 3. Scott Parker (H-D); 4. Davey Camlin (H-D); 5. Ronnie Jones (H-D); 6. Ricky Graham (H-D); 7. Steve Beattie (H-D); 8. Steve

Morehead (H-D); 9. J.R. Schnabel (H-D); 10. Dan Butler (H-D); 11. Mike Hacker (H-D); 12. Kenny Coolbeth (H-D); 13. Lonnie Pauley (H-D); 14. Jay Springsteen (H-D); 15. Bret Beyer (H-D); 16. Joe Kopp (H-D); 17. Terry Poovey (H-D); 18. Geo Roeder II (H-D).
Time: 9 min., 40.712 sec.
Margin of victory: 01.382 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 10 of 23 rounds): 1. Will Davis (173/4 wins); 2. Scott Parker (153/2 wins); 3. Kevin Atherton (132/2 wins); 4. Rich King (125/1 win); 5. Jay Springsteen (98); 6. Davey Camlin (89); 7. Ricky Graham (85); 8. Dan Butler (83); 9. Steve Morehead (82); 10. Joe Kopp (80); 11. Mike Hacker (71); 12. Kenny Coolbeth (63); 13. Geo Roeder II (56); 14. J.R. Schnabel (51); 15. Kevin Varnes (42); 16. Steve

Beattie (40); 17. Terry Poovey (39); 18. Willie McCoy (35); 19. Chris Evans (30); 20. Dan Stanley (28).

Upcoming Rounds:

Round 11 - Rossburg, Ohio, July 26
Round 12 - Peoria, Illinois, August 3

AMA 883 NATIONAL (8 laps; 17 riders): 1. Shaun Russell; 2. Jess Roeder; 3. J.R. Schnabel; 4. Davey Camlin; 5. Victor McAnally; 6. Johnny Murphree; 7. Mike Hacker; 8. Paul Bergstrom; 9. Robert Miller; 10. Billy Martin; 11. Sean Lollar; 12. Brian Kromroy; 13. John Faulkner III; 14. Chance Darling; 15. Jim Rosa; 16. Tom McGrane Jr.; 17. Brian Thomas.

AMA 883 NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 6 of 14 rounds): 1. Davey Camlin (112/4 wins); 2. Jess Roeder (105); 3. Shaun Russell (81); 4. Mike Hacker (78); 5. J.R. Schnabel (74); 6. Johnny Murphree (64/1); 7. Robert Miller (59); 8. Billy Martin (48); 9. Willie McCoy (36); 10. Jake Zemke (32); 11. Paul Bergstrom (31); 12. Scott Stump (27); 13. (TIE) Victor McAnally/Bret Beyer (26); 15. (TIE) Paul Morgan III/Jason Fletcher (25); 17. Chance Darling (22); 18. Brian Kromroy (21); 19. (TIE) Rob Gette/Donnie Krusinski (20).

Upcoming Rounds:

Round 7 - Hagerstown, Maryland, August 23
Round 8 - Springfield, Illinois, August 30

Briefly...

Ricky Graham joined the brigade of riders competing on twingled machines, as his Johnny Goad-tuned USC Racing Honda RS750 was set up in close-firing mode at Oklahoma City. "I'm tired of fighting 'em," Graham said. "I won miles with a twingle back in '84, but we won all those races we won in '93 with a straight-up (firing) bike. Now, so many competitive riders are on twingleds that, to beat them, you've really got to be on top of your game. We rode a twingle here last year, and it seemed to work good, before I got hurt."

Ricky Graham also wanted to mention just a few more of the folks who have contributed to what finally appears to be his permanent return to Grand National racing: Z Galleries, Engines Only, L&E Suspension, All American Honda, Rick & Ken Cremona, Adam Murray, Andy Hill, Demitrie Snow and Rod Lake. "There are so many people who have helped me get going again," Graham said. "Some things that they've done may not seem like a big deal to a lot of people - things like doing a brake job on my van or loaning me a bike to ride - but if it wasn't for them, I know I couldn't have made it back into it. I just want to say, 'Thank you.'"

Dan Butler, television star: The Michigander from Waterford recently finished filming an episode of "Extreme Machines," a television show that will air in Europe and on the Discovery Channel in the United States. "We filmed for five hours last Friday," Butler said. They did my ice-racing stuff, mostly. "They (Europe) have seen ice-racing with the speedway bikes, but they have never seen our style of racing. They couldn't believe that we can get traction with sheet-metal screws." Butler said that his episode, one of eight, should appear on the Discovery Channel sometime in October.

The Dan and Dan show: **Dan Butler** had a new teammate, albeit temporarily (?), at Oklahoma City. A wayward **Dan Stanley** took a break from his ride on the Schmulbach Racing Harley-Davidsons to join Butler on the Gardner Racing/Walters Bros. Harley-Davidson for what is currently a two-race deal. "I was getting frustrated with all the breakdowns we were having," Stanley said. "All I wanted was to try something new. I called these guys and asked them if they had a spare bike I could try, and then I had a meeting with them, and they said we could try it for two races and see where it went from there. I told Fred about it, and he said he understands. Fred and I are still on good terms." Part-timer Stanley almost made the Grand National main event from the first semi and would have actually knocked Butler out of the show had a coil not broken on Stanley's bike off the final corner, which gave Butler second place at the line. Gardner team owner **Steve Gardner** confirmed that Stanley would be aboard for two races to help the team get a new chassis dialed in. "And then we'll talk," Gardner said.

Dispelling rumors that it might be the last one, promoter **Ronnie Jones** said that the Oklahoma City Half Mile will continue for some years to come. "We can kill that rumor now," Jones said. "I may not be as involved in the organization of it. My partner at Arrow Race Promotions, Keith Brewer, may take over more of the responsibility, but this race will be here no matter what."

Corbin Racing's **Lonnie Pauley** has continued to show more consistency with each race. The young Californian qualified for his third Grand National of the season with a transfer out of the third semi, and went on to finish 13th in the feature despite having no brakes. "The cam-cover gasket broke and oiled everything," Pauley said. "The brakes just started fading. But this is a good team. Personally, I think that I just have to tune myself up mentally a little more and I'll be in there every week."

Lonnie Pauley wasn't the only rider to suffer from fading brakes. **Jay Springsteen** lost them completely on his brand-new Bartels' XR750 en route to a 14th-place finish in the final. Nonetheless, Springer remained upbeat about the situation. "We were struggling all day with it (the new bike)," Springsteen said. "We got out there, and pretty soon I went from pushing the pedal down to standing on it. Hell, I was draggin' my feet when I came in the pits after the race because I couldn't get her whoa'd up at the truck. All's I can say is that I didn't get last."

Rich King suffered another huge blow to his championship hopes after his Corbin Racing/R&R Honda let go in the second semi, knocking the lowan out of a main event for the first time this year. "We don't know what happened," a dejected King said. "Something tied up in the motor during that semi. We knew it was slowing down in the heat race. We thought about changing bikes, but we didn't. We were just hoping to make it through the day."

J.R. Schnabel's 883 team owner **John Parker** was goaded into pulling double duty for the Oklahoma City Half Mile. In addition to Schnabel's 883s, Parker prepared Schnabel's Suburban Motors XR750 and wrenched on it at the event while team owner/mechanic Joe Houpt was off driving in a series of "Legends Cars" races back in Wisconsin. The team said that it was not overly concerned that Houpt was on the verge of scoring a NASCAR Winston Cup ride.

Those silly Texans: It seems that Harley-Davidson of Sacramento mechanic **Kenny Tolbert** invited a few friends, including Kopp, Jay Springsteen and Willie McCoy, out to Hidden Lake near his Rome, Texas, home for a fishing tournament on the Thursday before the Oklahoma City race. About 15 or 20 riders, fans and friends took part in the all-day tournament, paying \$10 a head to compete for two prizes: \$50 for the most fish, and \$50 for the biggest fish. Tolbert "conveniently" won both prizes in the tournament. "Every time they looked over at me, I was reeling one in," Tolbert said with a sly grin. No word on whether or not there will be a protest.



ROAD RACE
WORLD CHAMPIONSHIP
ROAD RACE SERIES

Round 9: German Grand Prix

Dooohan's a 'Ringer



(Left) The German Grand Prix gets under way with Luca Cadalora (3) leading the field. Cadalora high-sided on the second lap trying to break away.
(Below) After getting off to a slow start, it was another decisive win for Michael Dooohan. It was his eighth victory of the season and sixth consecutive.

Tadayuki Okada tried next, but the Repsol Honda rider had no reply when slow-starting Dooohan caught up with him on the eighth lap, then moved straight past.

None of the rest even got a look in, even though Dooohan did make a few obstacles of his own. On the first lap, he took to the dirt across the revised final chicane - eased out to prevent people from taking a short cut - after bottoming out the front forks under braking. Later, he lost time again with a big slide. All the same, he won by 5.7 seconds, and after last year's winner Cadalora had gone, there was clearly nobody capable of stopping him.

Likewise in the championship: With his absent Repsol Honda teammate Alex Criville dropping away to fourth, Dooohan is now a huge 107 points clear of second-placed Nobuatsu Aoki - a cushion of more than four races. Six remain, so it is not all over yet. It would be a high-risk gambler, however, who would put money on anyone else.

The race was the usual Honda triumph, with Repsol-backed machines filling the rostrum. Okada, stiff and sore after yet another crash while testing in Japan a week ago for the Suzuka 8-Hour, was a safe second. Takuma Aoki was third on the V-twin Honda, after an almost race-long battle with brother Nobuatsu. The older Aoki had used his V-four FCC Honda power to get ahead on the penultimate lap, but Takuma edged back ahead in the final corners.

Doriano Romboni was fifth on the Aprilia after a fine ride through the field - the team had switched the low first gear to avoid the wheelie problem at the start, and he was all but left on the line. Sete Gibernau was a best-ever seventh on the Rainey Yamaha, best of the YZR's after Norifumi Abe also crashed out. Anthony Gobert was ninth on the Lucky Strike Suzuki, heading a group of three after speeding up as he got used to a race-morning front-suspension adjustment; teammate Daryl Beattie was a lackluster 12th; Kirk McCarthy scored a single point for 15th on his ROC Yamaha, now entered by Red Bull.

By Michael Scott
Photos by Gold & Goose

NURBURGRING, GERMANY, JULY 20

"People always tell me it's easy to win races. I've never found it easy," said Michael Dooohan, after taking his eighth win in nine races at the Nurburgring in today's German Grand Prix. It was the 42nd in his career, and as usual he achieved it with such assurance that, yes, you have to say it: He does make it look easy.

The difficult part is reserved for other riders - beating Dooohan is the insuperable task. In Germany, Luca Cadalora was lucky to walk away from a huge high-side crash on his Red Bull Yamaha while he was trying to beat the seemingly unbeatable, in the lead on the second of 27 laps of the 2.821-mile circuit.



It was a bad weekend for the Modenas team. Jean-Michel Bayle had been well up in the top 10 on his Marlboro-backed Team Roberts triple, but retired with another broken crankshaft. Kenny Roberts Jr. had been with the pack headed by Gobert, but also retired, with generator trouble.

The 500cc race was inevitably an anticlimax after an epic 250cc race, won at the last gasp by canny Tetsuya Harada, who moved from fourth to first in the final corners while three Honda riders tripped over each other.

Points leader Max Biaggi seemed to have it in the bag until Frenchman Olivier Jacque mounted a desperate attack on the last run into the chicane. Barely in control but ahead of Biaggi, he forced both of them to slow down, and while Ralf Waldmann also slowed as he tried to go round the outside, the per-



(Above) Brothers Nobuatsu (18) and Takuma Aoki (24) celebrate after the finish. V-twin rider Takuma finished third with his V-four-mounted brother just behind.

(Left) Tadayuki Okada inherited the lead when Cadalora crashed out. He tried to run away, but Doohan chased him down. Okada finished second.



less Australian Garry McCoy - his third fall of the weekend.

Steve Webster/David James won the Sidecar World Cup race, which was restarted after heavy rain fell just seconds after the start. They displaced Rolf Biland/Kurt Waltisperg. Klaus Klaffenboeck/Christian Parzer were third.

500cc GRAND PRIX

Doohan seldom gets away quickly because his lighter clutch (fitted to help out because of his left-thumb-operated rear brake) doesn't have the same grip as the rest. No such problems for Cadalora, who led off the line, with Alex Barros slipping briefly past Okada for second.

Cadalora had a good lead at the end of the first lap, while Doohan's attempt at moving up was thwarted by his own brief trip across the dirt at the chicane. He was running sixth, behind Abe.

Cadalora only completed another half of a lap. In the fast esses before the back straight he slid, gripped, and then when flying feet high in a huge high-side, landing heavily and chased onto the grass by his own bike. It looked potentially disastrous, but he walked away.

Now Okada had a clear track, and he made the most of it, stretching away as Carlos Checa forced his way into second past Barros and Takuma Aoki. Doohan was still in the pack, blaming another slide for his tardiness in getting to the front.

He did move into second on lap eight, sweeping past Checa on the pit straight after a much better run through the last corner. At this point he was some two seconds behind Okada, but he made short work of the gap to overtake him firmly at the exit from the final chicane four laps later. And that was that, as he pulled steadily ahead.

"It might have been more difficult if Cadalora had still been there," Doohan said. "But I guess he pushed a little bit too hard trying to make the break at the start."

Okada, still in pain, was happy enough with second, especially since Checa had tumbled out of a threatening third as Doohan took the lead. He was almost six seconds behind at the finish.

By this stage, a big pack had broken up somewhat, with Takuma Aoki in third and Nobuatsu Aoki chasing him hard. Nobuatsu's V-four was always threatening, but didn't seem able to make a real attack until the 25th lap, when he dived past into the first corner and put his head down to try to break free. He might have managed it but for a big slide on the last lap at the same corner where Cadalora fell. This broke his concentration and gave Takuma and the V-twin the chance to attack successfully into the chicane. Barros lost touch with these two before half-distance, comfortably holding off the two Yamahas of Sete Gibernau and the soon-to-crash Abe. A little way back, Bayle had fallen out of the pack and was battling with Juan Borja and his Elf 500. He won this dice for eighth when suddenly he dropped right back. A couple of laps later, he was out.

"The engine seized, then started again," Bayle said.

But the crank was on the way out, and his race was soon over.

All the while, Dorian Romboni was moving up. At the end of lap one, he was 16th and picking his way forward rapidly, taking seventh from Borja just after half-distance as Bayle went away backward. He quickly caught and passed Gibernau; then both of them swept past Barros, who was dropping away with his too-soft tires shot. By now the Aoki brothers were just too far in front, so fifth was the best Romboni could manage.

"I'm pleased because it was a good race - but if I hadn't been left on the start because of my high first gear, perhaps I could have been on the rostrum," Romboni said.

Seventh was a career-best for Gibernau, with Borja safe in eighth.

Almost four seconds back came a gang of four, which dropped to three when Roberts Jr. retired with two laps remaining. Alberto Puig led the pack on the penultimate lap after catching Gobert, but the Australian rider had him sized up, and passed him under brakes before the back straight.

"We changed the fork springs in the morning, and it took a bit of time for me to get confidence - but I enjoyed the scrap at the end of the race," said Gob-

fectly placed Harada dived past the lot of them on the inside.

Had he been clever, or just lucky, he was asked later. "Lucky," he said, beaming; and while Jacque was second and Waldmann third, Biaggi was the big loser, saying later: "I am very, very angry with Jacque. He is not in the championship running, so he can ride wildly to try and win one race. It's dangerous, and it's not good racing."

The quartet crossed the line within less than one-and-a-half-tenths of a second.

Aprilia's Loris Capirossi blamed a bad tire choice for his being unable to keep up, finishing a lonely fifth. Benetton Honda's Tohru Ukawa was another six seconds adrift in sixth. Noriyasu Numata was seventh, the returned

Suzuki's second-best finish of the year at a track where its sluggardly acceleration is less of a disadvantage.

The weather cleared for these two races. The earlier 125cc race started in pouring rain, and the track stayed wet throughout for Valentino Rossi's sixth win of the year on the Nastro Azzurro Aprilia. He led Yoshiaki Katoh's Yamaha, with Manfred Geissler's Aprilia falling away in third. But the young Italian admitted he'd been lucky - former champion Kazuto Sakata seemed to have the race in the bag with a lead of more than 10 seconds when he rattled to a stop after 15 of the 23 laps.

There were a number of fallers, including former title leader Noboru Ueda, first-lap leader Tomomi Manako, fast Yamaha man Youichi Ui, and luck-



ROAD RACE WORLD CHAMPIONSHIP ROAD RACE SERIES

Round 9: German Grand Prix

ert, who has a perfect finish record in his six GPs.

Jurgen van den Goorbergh was on Puig's tail; Beattie was another seven seconds back, after a lonely race. Like his teammate Gobert, his fastest lap was his last, leading to puzzled faces in his pit. "I only feel confident when the tires are sliding around," Beattie said.

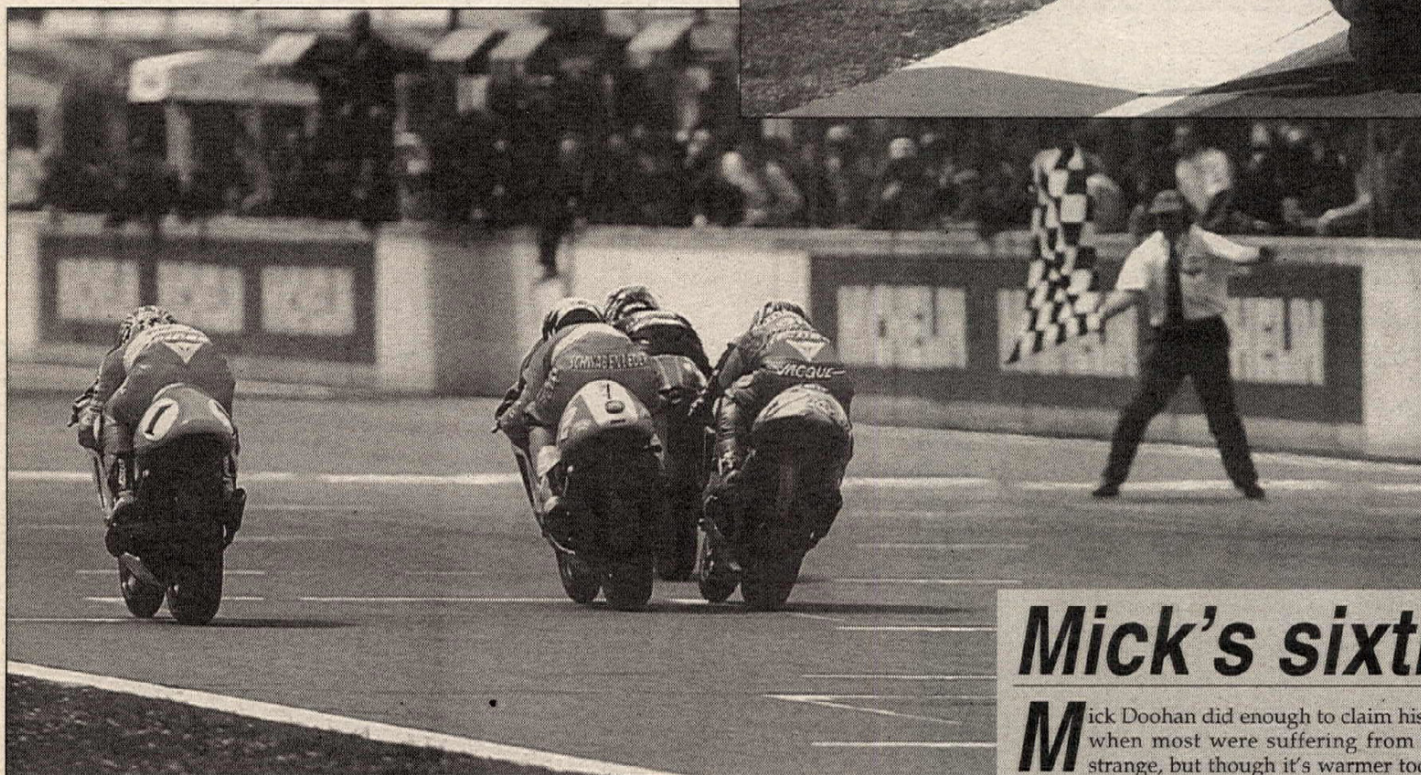
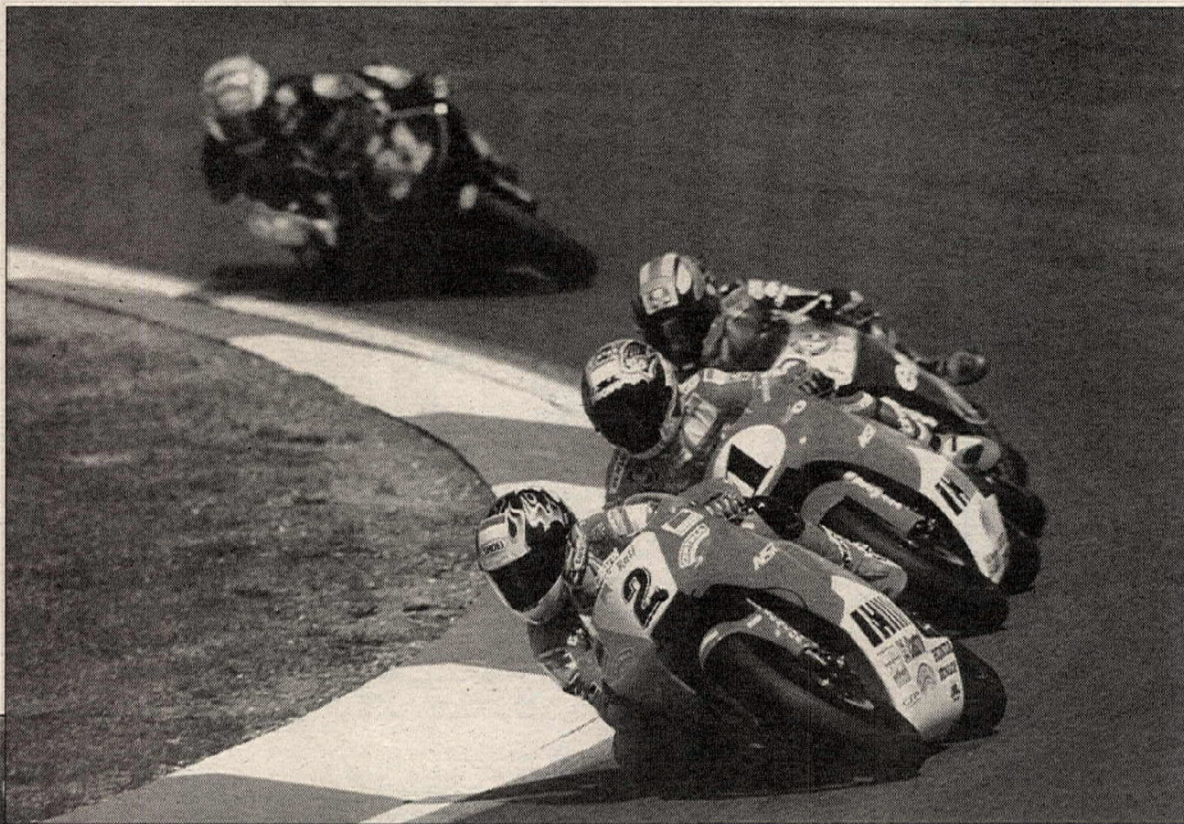
Doohan's points advantage is now vast - 220 points to Nobuatsu Aoki's 113. Okada has 109; then comes the still-absent Criville, who has 102. Checa is fifth with 83.

250cc GRAND PRIX

There was barely a chance to draw breath in what was the best race of the day. It started under clearing skies, the last damp patches on the track drying fast, and all riders on slicks.

Jacque led first, with Waldmann taking over on lap three, with at this stage a gap of almost half a second to Biaggi, Harada and Capirossi.

(Right) Ralf Waldmann (2) leads 250cc-class championship leader Max Biaggi (1), Olivier Jacque (partially hidden) and Tetsuya Harada (31). (Below) Harada went on to win the race, but only at the very last moment after Jacque balked both Biaggi, who was leading when Jacque slid wildly past, and Waldman entering the chicane.



his heels, and had managed to get ahead when the Honda man was the first of 11 people to crash on the third lap. This gave the former champion valuable breathing space, and he used it to open up a gap of close to 10 seconds by the time Rossi moved to the front of the trio in pursuit on lap nine.

By this time, Ueda had crashed out of fifth, and McCoy was falling back to his eventual tumble.

The race was rather processional from then on, with everybody riding gingerly and people falling nonetheless at regular intervals. It came alive on lap

Mick's sixth

Mick Doohan did enough to claim his sixth pole in succession on the first day of practice, when most were suffering from the cold temperatures and dodgy traction. "It's strange, but though it's warmer today, the track doesn't seem so good," Doohan said. "It's not so much that the grip is bad - this is one of those tracks where you don't get much feel or feedback from the tires."

In fact he did speed up on Saturday, but only marginally, while his rivals did a lot more, closing up a yawning gulf of 1.4 seconds on Friday to a more manageable .3 of a second on Saturday. By then, the name in second place had changed - from the unfamiliar Yamaha of Luca Cadalora to the more plausible Honda of Carlos Checa, after cutting more than a second off his previous best.

"It came from improving the front-suspension settings," Checa said, revealing the key to a track with a preponderance of downhill corners, many of them lacking in camber.

Tadayuki Okada slotted into third, yet again stiff and sore after another crash - this time in testing for the Suzuka 8-Hour in the one-week break after the Italian GP.

"My physiotherapist has been working very hard," Okada said with a grimace - something of a keynote of the middle part of the season for him.

Cadalora was knocked to row two, climbing back to fourth place only in the closing stages of the practice after being fastest in the semidamp morning session. Yamaha had a new, lighter crankcase here, which he said made direction changes easier.

"I think I can be on the rostrum here, but it will be hard to win," Cadalora said. Last year he won on the Honda after Doohan misread the lap-countdown board, poised for his final challenge only to see the checkered flag instead.

All this meant disappointment for Bayle, who had been poised for the first-ever front-row start for the Modenas, sitting as high as third at one point. As it was, he led a second row composed entirely of twins and triples. Fifth was still the best-ever for the three-cylinder Modenas, still awaiting its conventional carburetors. He was creditably still ahead of Takuma Aoki's V-twin Honda, Dorian Romboni's V-twin Aprilia, and Alex Barros' private V-twin Honda.

Times were close in the middle of the 23-bike field, with Nobuatsu Aoki's V-four Honda just two-tenths ahead of Daryl Beattie's Suzuki; the Australian seemed revived after switching to the 1997 bike at the last race, though he was still far from satisfied. Seventeenth on Friday, he moved up to 10th, but was not impressed.

"In my book, it's the same," Beattie said.

Jurgen van den Goorbergh was next, enjoying his V-twin at a track that clearly suits the lightweight. Juan Borja on the Elf was next, with the similar machine of Jurgen Fuchs leading row four.

It was a bad day for 14th-placed Sete Gibernau, who destroyed one of his bikes in a fiery crash in the morning. Likewise for Anthony Gobert in 15th: The Australian had been up to ninth and working his way forward when he crashed (as he also had on Friday) going into the first corner, asking too much of the Suzuki's unwilling front wheel. Kenny Roberts Jr. was next on the second Modenas; then then Norifumi Abe leading row five - another to crash, his only consolation being to be less than a tenth ahead of the still off-color Alberto Puig.

That didn't last long, with the first four closing up by lap seven and Capirossi dropping away, sliding around on his too-hard rear tire. And from this point until the last corner, it was far from clear who would take the win.

Waldmann did most of the leading. Then, after half-distance, Biaggi nosed past Jacque into second. He led for the first time on lap 18, but any plans to break away came to nothing as the French rider took over again. The four were back and forth, Harada up to second and then briefly into the lead for the first time on lap 21. Biaggi had pushed past again a few corners later; then Jacque pushed him into third by the end of the lap.

It would take forever to run through all the changes, and they all meant nothing in the final scramble. Biaggi was sure of winning - until Jacque appeared in front of him, all sideways, into the chicane, and both came close to crashing. Waldmann went one way, while clever little Harada went the other way.

The sprint to the line saw all four swerving around, and the rostrum places behind Harada were in doubt to the finish. Jacque was lucky enough to get second, and said later: "That was such a funny race - I was grinning in my helmet."

Should he be condemned for his desperate last-lap tactics (what third-placed Waldmann called "another Jacque attack")? Well, it is motorcycle racing after all, and not chamber music, as Biaggi once famously said when he was a thrusting youngster rather than a World Champion.

Any other action paled into insignificance. Loris Capirossi gradually dropped away to take fifth, almost half a minute behind. Tohru Ukawa was sixth, also quite lonely.

Then came a good scrap, with Numata's Suzuki just fending off an inspired Jeremy McWilliams's private Honda, who did the same thing to Haruchika Aoki's works Honda. Emilio Alzamora was another 10 seconds down to complete the top 10.

Then came Franco Battaini on the best Yamaha, with the rest trailing in behind. The next close scrap was for 14th, with Luca Boscuro heading a pack of seven for the last points.

Biaggi retained a shrinking championship lead, with 149 points to Waldmann's 147. Harada has closed right up, with 142. Jacque has 101 and Ukawa 91.

125cc GRAND PRIX

The skies were streaming for the first race of the day, as Tomomi Manako took off for an early lead. Sakata was on

16, as Sakata's head slumped in disappointment as his engine died. The next three were still close, and laid on a slow-motion battle to the finish - Geissler dropping away in the last laps, and Katoh staying close, unable to pass Rossi, but ready to take advantage should he make a mistake.

Fred Petit managed to fend off Lucio Cecchinello and Jorge Martinez for fourth; front-row starter Mirko Giansanti was a lonely seventh; a disappointed Masaki Tokudome placed ninth.

Dominant figure Rossi stretched his title lead to a more-than-handful 72 points - almost a three-race cushion. He has 195 to Ueda's 123, with non-finisher Manako on 111 and Sakata on 101. **EN**

German Grand Prix Nurburgring, Germany Results: July 20, 1997 (Round 9 of 15)

125cc QUALIFYING: 1. Valentino Rossi (1:47.160); 2. Mirko Giansanti (1:48.331); 3. Manfred Geissler (1:48.336); 4. Jorge Martinez (1:48.375); 5. Noboru Ueda (1:48.408); 6. Kazuto Sakata (1:48.746); 7. Roberto Locatelli (1:49.049); 8. Tomomi Manako (1:49.051); 9. Jaroslav Hules (1:49.142); 10. Gianluigi Scalvini (1:49.187); 11. Angel Nieto Jr. (1:49.206); 12. Frederic Petit (1:49.286); 13. Garry McCoy (1:49.446); 14. Lucio Cecchinello (1:49.576); 15. Dirk Raudies (1:49.583); 16. Yoshiaki Katoh (1:49.585); 17. Masaki Tokudome (1:50.215); 18. Ivan Goi (1:50.242); 19. Gino Borsoi (1:50.272); 20. Youichi Ui (1:50.295); 21. Maik Stief (1:50.347); 22. Masao Azuma (1:50.787); 23. Steve Jenkner (1:50.966); 24. Oliver Perschke (1:51.740); 25. Josep Sarda (1:51.875); 26. Alex Hofmann (1:52.164); 27. Klaus Nohles (1:52.731); 28. Dirk Heidolf (1:52.750); 29. Juan Maturana (1:53.413); 30. Emanuel Buchner (1:53.928); 31. Benny Jerzenbeck (1:54.081).

125cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Yoshiaki Katoh (Yam); 3. Manfred Geissler (Apr); 4. Frederic Petit (Hon); 5. Lucio Cecchinello (Hon); 6. Jorge Martinez (Apr); 7. Mirko Giansanti (Hon); 8. Gino Borsoi (Yam); 9. Masaki Tokudome (Apr); 10. Juan Maturana (Yam); 11. Angel Nieto Jr. (Apr); 12. Gianluigi Scalvini (Hon); 13. Ivan Goi (Apr); 14. Alex Hofmann (Yam); 15. Benny Jerzenbeck (Hon); 16. Klaus Nohles (Hon).

Time: 48 min., 5.749 sec.
Distance: 23 laps, 64.883 miles
Average speed: 80.942 mph
Margin of victory: 0.569 sec.

Fastest lap: Yoshiaki Katoh, 2:01.546/83.553 mph, lap 23
125cc WORLD CHAMPIONSHIP SERIES POINT STANDINGS (After 9 of 15 rounds): 1. Valentino Rossi (195/7 wins); 2. Noboru Ueda (123/2); 3. Tomomi Manako (111); 4. Kazuto Sakata (101); 5. Jorge Martinez (87); 6. Garry McCoy (67); 7. Masaki Tokudome (63); 8. Frederic Petit (60); 9. Yoshiaki Katoh (59); 10. Masao Azuma (54); 11. Youichi Ui (47); 12. Mirko Giansanti (41); 13. Roberto Locatelli (40); 14. Gianluigi Scalvini (38); 15. Lucio Cecchinello (26); 16. Manfred Geissler (23); 17. Ivan Goi (21); 18. Hideyuki Nakajo (16); 19. (TIE) Jaun Maturana/Jaroslav Hules (15).

250cc QUALIFYING: 1. Olivier Jacque (1:40.361); 2. Ralf Waldmann (1:40.785); 3. Loris Capirossi (1:40.873); 4. Max Biaggi (1:40.986); 5. Tetsuya Harada (1:41.378); 6. Tohru Ukawa (1:41.709); 7. Stefano Perugini (1:42.511); 8. Noriyasu Numata (1:42.594); 9. Jeremy McWilliams (1:42.643); 10. Haruchika Aoki (1:42.738); 11. Emilio Alzamora (1:43.081); 12. Jose Luis Cardoso (1:43.127); 13. Giuseppe Fiorillo (1:43.151); 14. Oliver Petrucciani (1:43.157); 15. Franco Battaini (1:43.182); 16. Jamie Robinson (1:43.193); 17. Sebastian Porto (1:43.206); 18. Cristiano Migliorati (1:43.423); 19. Takeshi Tsujimura (1:43.505); 20. William Costes (1:43.725); 21. Osamu Miyazaki (1:43.976); 22. Lucio Boscoscuro (1:44.180); 23. Eustaquio Gavira (1:45.059); 24. Luis D'Antin (1:45.119); 25. Idalio Gavira (1:45.508); 26. Kurtis Roberts (1:46.311); 27. Juergen Lingg (1:46.621); 28. Mathias Neukirchen (1:46.781); 29. Stefan Kruse (1:49.639).

250cc GRAND PRIX: 1. Tetsuya Harada (Apr); 2. Olivier Jacque (Hon); 3. Ralf Waldmann (Hon); 4. Max Biaggi (Hon); 5. Loris Capirossi (Apr); 6. Tohru Ukawa (Hon); 7. Noriyasu Numata (Suz); 8. Jeremy McWilliams (Hon); 9. Haruchika Aoki (Hon); 10. Emilio Alzamora (Hon); 11. Franco Battaini (Yam); 12. Giuseppe Fiorillo (Apr); 13. Takeshi Tsujimura (Hon); 14. Lucio Boscoscuro (Hon); 15. Cristiano Migliorati (Hon); 16. Sebastian Porto (Apr); 17. Luis D'Antin (Yam); 18. Osamu Miyazaki (Apr); 19. Oliver Petrucciani (Apr); 20. William Costes (Hon); 21. Eustaquio Gavira (Apr); 22. Kurtis Roberts (Hon); 23. Juergen Lingg (Hon); 24. Mathias Neukirchen (Yam); 25. Stefan Kruse (Hon).

Time: 42 min., 36.407 sec.
Distance: 25 laps, 70.525 miles
Average speed: 99.315 mph
Margin of victory: 0.093 sec.

Fastest lap: Tetsuya Harada, 1:40.993/100.557 mph, lap 21
250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 15 rounds): 1. Max Biaggi (149/3 wins); 2. Ralf Waldmann (147/1); 3. Tetsuya Harada (142/3); 4. Olivier Jacque (101/1); 5. Tohru Ukawa (91); 6. Loris Capirossi (74); 7. Haruchika Aoki (65); 8. Jeremy McWilliams (50); 9. Takeshi Tsujimura (48); 10. Noriyasu Numata (42); 11. Stefano Perugini (40); 12. Osamu Miyazaki (31); 13. Marcellino Lucchi (30); 14. (TIE) Luis D'Antin/Franco Battaini (29); 16. Sebastian Porto (26); 17. Daijiro Kato (25/1); 18. William Costes (23); 19. Emilio Alzamora (21); 20. (TIE) Jamie Robinson/Cristiano Migliorati (15).

500cc QUALIFYING: 1. Michael Doohan (1:38.425); 2. Carlos Checa (1:38.757); 3. Tadayuki Okada (1:39.069); 4. Luca Cadalora (1:39.187); 5. Jean-Michel Bayle (1:39.266); 6. Takuma Aoki (1:39.412); 7. Dorian Romboni (1:39.500); 8. Alex Barros (1:39.714); 9. Nobuatsu Aoki (1:39.794); 10. Daryl Beattie (1:40.294); 11. Jergen van den Goorbergh (1:40.295); 12. Juan Borja

Italian Valentino Rossi (46) continued his amazing ways in the 125cc class with another win, his seventh of the season, this one coming on a wet Nurburgring. It was the only wet race of the day. Yoshiaki Katoh (62) finished second.

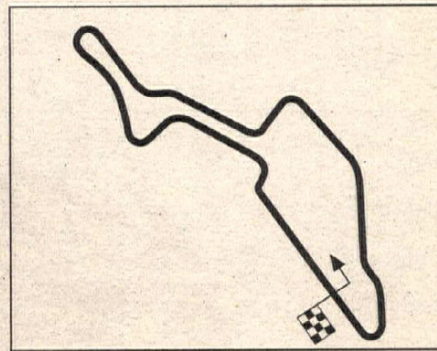


(1:40.441); 13. Jurgen Fuchs (1:40.483); 14. Sete Gibernau (1:40.569); 15. Anthony Gobert (1:40.575); 16. Norifumi Abe (1:40.863); 17. Alberto Puig (1:40.882); 18. Lucio Pedercini (1:41.540); 19. Bernard Garcia (1:41.591); 20. Kenny Roberts Jr. (1:42.044); 21. Kirk McCarthy (1:42.813); 22. Laurent Naveau (1:42.996); 23. Frederic Protat (1:43.704).

500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Tadayuki Okada (Hon); 3. Takuma Aoki (Hon); 4. Nobuatsu Aoki (Hon); 5. Dorian Romboni (Apr); 6. Alex Barros (Hon); 7. Sete Gibernau (Yam); 8. Juan Borja (Elf); 9. Anthony Gobert (Suz); 10. Alberto Puig (Hon); 11. Jurgen van den Goorbergh (Hon); 12. Daryl Beattie (Suz); 13. Jurgen Fuchs (Elf); 14. Bernard Garcia (Hon); 15. Kirk McCarthy (Yam); 16. Laurent Naveau (Yam).
Time: 44 min., 55.117 sec.
Distance: 27 laps, 78.027 miles
Average speed: 101.740 mph

Margin of victory: 5.690 sec.
Fastest lap: Michael Doohan, 1:39.051/102.529 mph, lap 22
500cc WORLD CHAMPIONSHIP SERIES POINT STANDINGS (After 9 of 15 rounds): 1. Michael Doohan (220/8 wins); 2. Nobuatsu Aoki (113); 3. Tadayuki Okada (109); 4. Alex Criville (102/1); 5. Carlos Checa (83); 6. Takuma Aoki (80); 7. (TIE) Luca Cadalora/Alex Barros (69); 9. Norifumi Abe (66); 10. Alberto Puig (54); 11. Dorian Romboni (53); 12. Daryl Beattie (40); 13. Sete Gibernau (38); 14. Anthony Gobert (34); 15. Jean-Michel Bayle (23); 16. Juan Borja (22); 17. Regis Laconi (20); 18. Jurgen Fuchs (12); 19. Troy Corser (11); 20. Jurgen van den Goorbergh (10).

Upcoming Rounds:
Round 10 - Rio de Janeiro, Brazil, August 3
Round 11 - Donington Park, England, August 17



Briefly...

The **Troy Story** appears to be over for 1997 - at least as far as Yamaha and GPs are concerned. A move from the teams' association IRTA has forced Corser out, even though the Red Bull Yamaha team says it is still negotiating with the star-crossed World Superbike champ. IRTA regulations allow riders to miss races only in case of injury. Now, to avoid incurring heavy penalties, American millionaire Bob MacLean's team management was forced to revise its overall plans. With the pair of works Yamahas supplied for Corser's use officially taken back, it has closed down its long-standing privateer WCM (World Championship Motorsports) team, and taken Australian rider Kirk McCarthy onto the two-rider Red Bull team. However, although officially entered by Red Bull, McCarthy will continue to ride in the WCM colors on the privateer ROC-Yamaha. "As far as we were concerned, we were still negotiating with Troy," said team boss Peter Clifford. "Basically, this solution was presented to us by IRTA as about our only option, and we decided we had to take it." This officially closed the door on Corser, who walked out on the team at the previous round in Italy, complaining that the contract terms offered were not to his liking.

Alex Criville is being wooed away from the official Honda works team to join a proposed Spanish superteam for next year. Present proposals put the currently injured rider in Sito Pons' Movistar Honda lease team, to race next year alongside incumbent riders Carlos Checa and Alberto Puig. However, it is thought that Puig will probably be dropped from the lineup. Criville rode for former two-time 250cc World Champion Pons in 1992 before being drafted into the official HRC squad. He has now grown tired of playing second fiddle to Mick Doohan, and is receptive to the idea of a change. "It is very difficult for me to be in the same team as Mick," Criville told Spanish pressmen, speaking from his hospital bed. "I was surprised to be approached by Sito. I was already offered a contract for 1998 by HRC after winning in Jerez. I said then that I would prefer to wait and see what happens."

The annual hopes for **Michael Doohan** to switch to Yamaha to revitalize the 500cc class appear to be once again running out of steam. Nobody made any statements in Germany, but with each passing week it becomes increasingly likely that he will stay with Honda, and he is scheduled to fly to HRC in Japan after the Brazilian GP in two weeks for what are probably final contract talks.

Marlboro to Honda for 1998? Rumors are rife that the biggest sponsors in racing are bidding to take over Repsol's contract with the factory 500cc team, and that the two may be co-sponsors as soon as next year. The influence of Marlboro would also put Max Biaggi on a full works Honda, probably a 500, creating a Doohan/Biaggi-led superteam designed to carry the torch beyond Mick's eventual retirement.

Longstanding Marlboro sponsorship liaison man **Leo de Graffenried** is leaving. The Swiss-German man, son of a noted racing driver, has been involved with the team since they came into bike racing with Giacomo Agostini in the early '70s.

Michael Doohan had a run-in with German police when he took a brief trip outside the track on his paddock scooter - without a helmet. Watched

by hundreds of adoring fans, he managed to answer the German version of: "Who do you think you are - Mick Doohan?" to the satisfaction of the armed coppers. He was on his way to the old track, where a British car magazine was galloping around in a succession of supercars in an unsuccessful attempt to break the production-car lap record. Doohan was treated to a fast lap in a Ferrari as passenger to veteran British racer Barry "Whizzo" Williams.

Anthony Gobert followed Lucky Strike Suzuki teammate Daryl Beattie's move to Brembo brakes from AP Racing equipment - and paid an immediate penalty. Riding for the first time with Brembo iron discs in the damp Friday morning session, he locked the front wheel at the first corner, ran into the gravel, and fell at low speed.

Teammate **Daryl Beattie** was somewhat revived after breaking the Brno lap record in tests, in his second outing on the 1997 machine. Typically underwhelmed, he said, "You have to remember you need to do those times consistently, rather than just one lap." He'd switched from the '95/'96/'97 hybrid he'd used since the second race for two reasons, he said: firstly because they didn't seem to be making any progress with that bike, and secondly so "I'd be riding the same thing as on the other side of the garage."

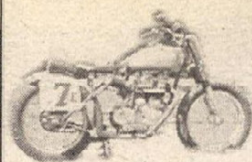
Some works 250cc riders - notably Ralf Waldmann - still have only one bike, in spite of the rescinding of the **one-bike rule** at the end of last year. They all rather enviously look over at the garage of GP rookie Kurtis Roberts, who now has four bikes at his disposal. He started the year with a pair of ex-works Aprilias. After poor results culminating in a broken leg in France, father Kenny has now bought his blue-eyed boy a pair of Hondas to see if that will help. He qualified 26th out of 29.

The **Spanishification** of Grand Prix racing took another public step in Germany with an official one-minute silence for a Spanish politician, murdered the week before by ETA terrorists. Spanish teams and Dorna management stood in pit lane with heads bowed, and others were invited to join in the protest against terrorism. There was some doubt, however, as to whether there would be similar action in response to terrorist outrages committed outside Spain, such as by the IRA. The Spanish influence stems from Dorna. Not only do almost all trackside banners have a Spanish origin, but the TV coverage is heavily biased toward Spanish riders. Much exciting action is missed while the camera lingers lovingly on the likes of Carlos Checa (who often deserves it) or Alberto Puig and Sete Gibernau (who seldom do).

Alex Criville will need no more skin grafts, and may be back in time for the British GP in mid-August. The news from Spain is that his recovery is proceeding apace, and if he wants to ride in Britain, doctors will give him permission. He will, however, need a specially padded glove.

The migration from **Michelin** to **Dunlop** in the 125cc class continued at the Nurburgring, with Masaki Tokudome and Lucio Cecchinello making the switch. Michelin made some inroads in the class last year, but this year Dunlop is again the tire of choice.

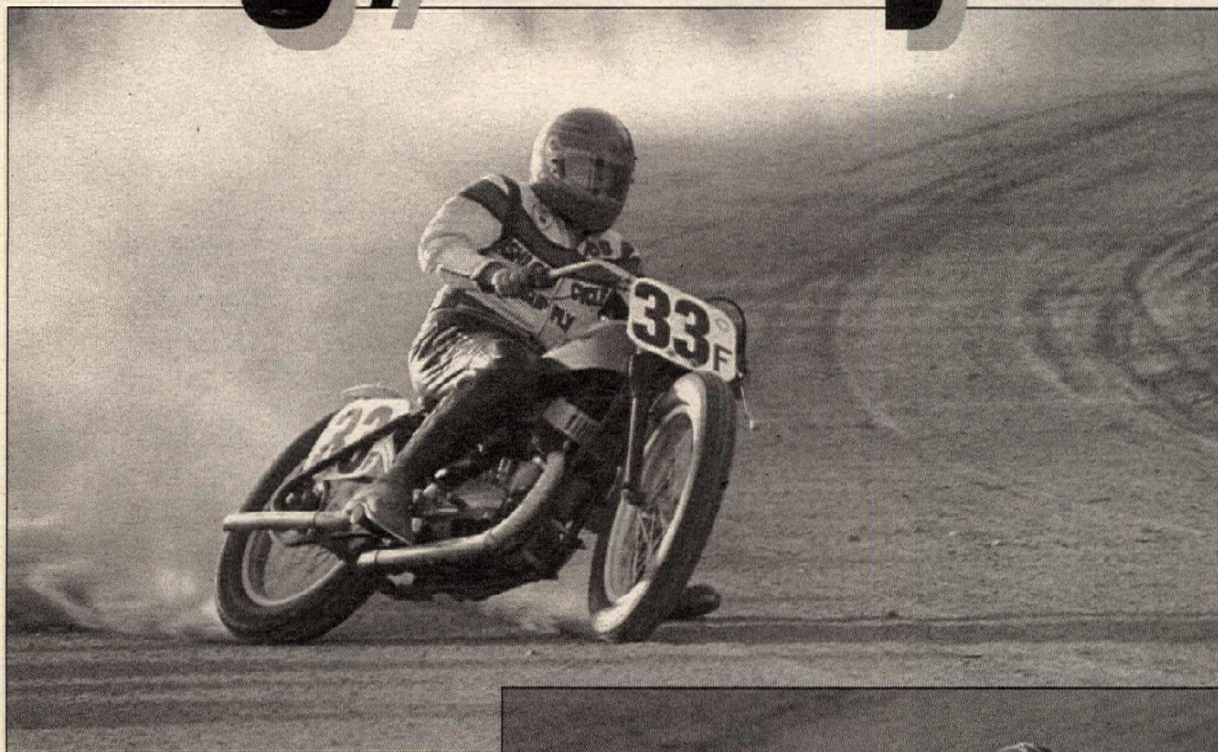
The **Modenas** had a new fuel tank in Germany - a slender, high-domed affair that adds capacity to cope with the appetites of the three-cylinder machine. Nowadays racing 500s are allowed to carry as much fuel as they like, but the Modenas was one which burned off rather more than it could carry.



VINTAGE
AMA VINTAGE MOTORCYCLE DAYS

Mid-Ohio Sports Car Course

Big, very big



(Left) Robert Litten took third in the Classic 500/750cc dirt track event at round 8 of the AHRMA Classic Bike Magazine Dirt Track Series in Ashland, Ohio. (Below) George Wills took first place in the Dinosaur race.

By Matt Benson

LEXINGTON, OH, JULY 11-13

Everybody knows that when it comes to vintage racing in the United States, Bike Week is the biggest thing going. Well, move over, Daytona, because there's a new record holder: AMA Vintage Motorcycle Days.

Granted, nothing attracts exotica from around the globe like AHRMA's Daytona Classics Days in March. But while Mid-Ohio was a bit short on pedigree machinery - there were no howling Italian multis and few of those beloved Manx Norton, AJS 7R and Matchless G50 thumpers (though there was a Britten) - the event more than made up for it in sheer entry numbers.

A week beforehand, AHRMA officials announced that no more road race entries would be accepted, because they already had some 1060 for the two days of racing. Daytona, by comparison, has attracted 750 entries at its peak. Add to that approximately 300 Mid-Ohio motocross entries, more than 70 for the Friday night dirt track at nearby Ashland, and 62 trials riders, and you've got one huge weekend. AHRMA executive director Jeff Smith asserted that VMD was likely the biggest vintage competition event ever held on one weekend at one location (taking into account, of course, that the dirt track didn't actually run at Mid-Ohio).

The hot, sun-baked weekend offered a lot more than just vintage racing. The Mid-Ohio grounds were packed with people and motorcycles taking in a gargantuan Will Stoner swap meet, demo rides offered by several manufacturers, a J. Wood & Co. auction, observed trials demonstrations, a Penguin road racing school, lectures by several authors, a bike show with Honda as the featured marque, road rides to various destinations in the area, laps of the race course,



and plenty more. Though final gate counts were not yet available, an AMA spokesman said the 1997 VMD clearly was bigger than last year's record-setting event.

Two-time AMA Grand National Champion Dick Mann served as grand marshal for the weekend, and one of his duties included demonstrating a Honda CR750 built by Heritage Honda Racing as an accurate replica of the machine on which he won the 1970 Daytona 200.

Ridden by Adam Popp in Progressive Suspension/BMW-sponsored action, that same CR750 proved that it has got the "go" to back up the "show." Popp finished second in Saturday's Formula 750 race, behind Team Obsolete's David Roper - ironically, on the actual BSA Rocket 3 Mann rode to victory at Daytona '71. Popp then went two-for-two on Sunday, winning both F-750 and Formula Vintage in spirited racing

aboard the Honda. There was a complete road race round run each day.

Among AHRMA's modern classes, Eric Wood had time for plenty of crowd-pleasing wheelies with the Hunter Britten V1000 on his way to four wins in Battle of the Twins Open and Sound of Thunder.

George Richtmeyer obviously liked the half mile cushion track of the Ashland County Fairgrounds, as he sent rooster tails of dirt spewing while taking wins in Classic 500cc OHC/750cc Side-valve and Modern Vintage 750cc, and rounding his evening off by finishing second to John Plumb in Modern Vintage 250cc. Gig Hamilton was another double winner at Ashland.

On the natural-terrain motocross circuit laid out by Smith and Mann, Maico-mounted Todd Hamilton doubled in the hard-fought Sportsman 250 and 500cc Expert classes, while Mike Treadway

rode his Honda thumper to wins in the Intermediate division of Sportsman 500cc and Over 40.

Modern Classic Expert Scott Beattie and his Yamaha pulled off the only clean loop on the tough number-one line at the trial, while top scorer on the number-two line was Bob Ginder, riding a Greeves in Premier Lightweight Expert.

AHRMA Classic Bike Magazine Dirt Track Series, Round 8: Ashland County Fairgrounds

Richtmeyer rolls

ASHLAND, OH, JULY 11

Dick Mann had just finished a dis-course for the sizeable crowd in the grandstands on how the deep-cushion horse track at Ashland is a direct link to dirt track's history, but a link that's fast disappearing as more and more of these ovals are converted to clay, grooved car-racing tracks. The night's racing would feature motorcycles from the past on a track from the past, Mann concluded. Then the lights were switched on for the finals - except that turn four and about a third of the back straight remained in the dark, thanks to a blown transformer.

Organizers called for volunteers to bring a couple dozen vehicles into the infield so they could be parked with their headlights shining on the darkened portions of the track. Was this also something out of dirt track's past? "Yes, we did this many times," Mann chuckled as the riders decided there was enough illumination to race safely.

"Ricky the Rocket" Richtmeyer's easiest win came in the brakeless Classic 500/750cc class, as he slid in ahead of George Wills on another Triumph 500 twin. On a Montesa for Modern Vintage 250cc, Richtmeyer steadily gave ground to Yamaha-mounted John Plumb until, by the end of the race, the defending class champ had a full straightaway lead.

Richtmeyer, this time Yamaha-mounted, grabbed an immediate lead in Modern Vintage 750cc and left the close-quarters racing to everyone else - namely Ron Hall, Derrell Bryant, Arnie Mahnke and Bill Kennedy. By the halfway mark, Hall had broken away, leaving a three-way fight for third place - a contest won by Bryant.

Gig Hamilton was a double winner on something of an unlikely dirt tracker, an Open-class Maico motocrosser. Hamilton first took the Over 50 Senior class by defeating class champ Gary Brennan on his Triumph thumper; then he rounded out his evening with a victory in Modern Vintage 600cc. Second in the 600cc race was announcer Craig Breckon, who managed to keep his BSA away from hard pressure by Blake Wilson and Kenny Arnold.

George Wills motored his handshift 1948 Harley-Davidson WR to an easy Dinosaur-class win ahead of Bernie Breece on another old Harley, just as Bultaco pilot John Bova had no trouble in the Classic 250cc class.

Ashland County Fairgrounds
Ashland, Ohio

Results: July 11, 1997 (Round 8 of 18)

DINO: 1. George Wills (H-D); 2. Bernie Breece (H-D); 3. Tim Droege (H-D); 4. Blake Wilson (Ind); 5. Dick Zrubea.

CLSSC 250: 1. John Bova (Bul); 2. Mike Hyslop; 3. Jim Oliver; 4. Carl Forkey (H-D); 5. Dave Heberling (Bul).

CLSSC 500/750: 1. George Richtmeyer (Tri); 2. George Wills (Tri); 3. Robert Litten; 4. Rich Coates (BSA); 5. Fred Weese.

MDRN VINT 250: 1. John Plumb (Yam); 2. George Richtmeyer (Mon); 3. Robert Dempsey; 4. John Bowman.

MDRN VINT 600: 1. Gig Hamilton (Mai); 2. Craig Breckon (BSA); 3. Blake Wilson (Hon); 4. Kenny Arnold; 5. Dale Sondles.

MDRN VINT 750: 1. George Richtmeyer (Yam); 2. Ron Hall (Tri); 3. Derrell Bryant; 4. Arnie Mahnke (Nor); 5. Bill Kennedy.

SR: 1. Gig Hamilton (Mai); 2. Gary Brenan (Tri); 3. Joe Kaluga; 4. Jim Kidman (Hon); 5. Jim Challingsworth (Tri).

Upcoming Rounds:

Round 9 - Weedsport, New York, July 26

Round 10 - Wilmington, Delaware, August 3

AHRMA Progressive Suspension
Historic Cup Series, Rounds 11-12:
Mid-Ohio Sports Car Course

Auer outstanding

LEXINGTON, OH, JULY 12-13

Despite the large grids, there was no shortage of multiple-class winners this weekend: Larry Kirby twice in Sportsman 750cc and once in 200cc Grand Prix; Ralph Auer each time out in Pre-1940 and Class C; James McGregor twice in Sportsman 500cc and once in Sportsman 350cc; and Jay Richardson all four times in 250cc GP and 350cc GP.

As usual, the little machines in 200cc GP provided some of the closest racing. In Saturday's event, Larry Kirby and his Yamaha 125cc two-stroke single waged their customary race-long battle with Butch Sprain on a Honda 175 twin. This time Kirby got to the finish ahead of Sprain, as Chuck Davis chased the pair home. On Sunday the contest was between Kirby and Davis, the latter taking over near the halfway mark and never relinquishing the lead to Kirby's pressure.

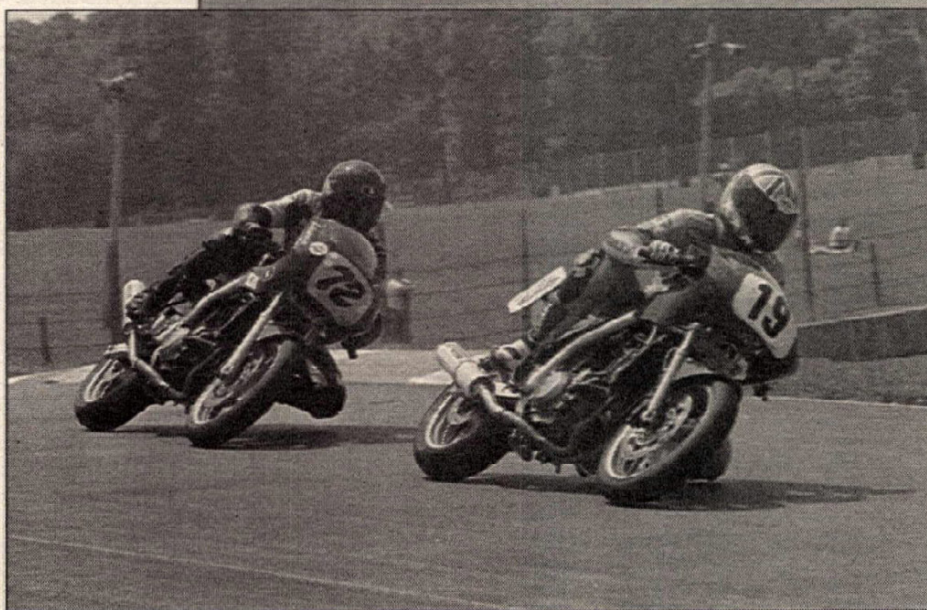
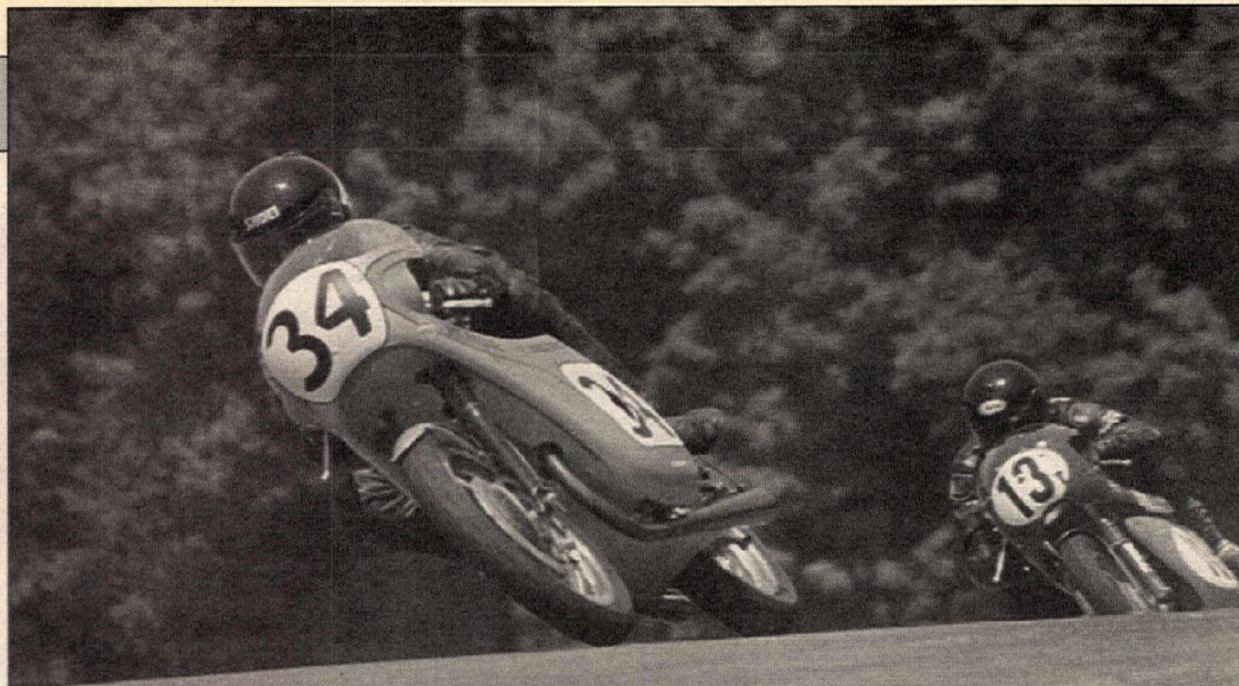
In Sportsman 750cc, Kirby tussled early in the race each day with John Ellis before taking firm control of the lead. Like many in the large field, both were riding XS750 Yamahas.

Auer holds a trio of number-one plates on his Ozzie's BMW Center-sponsored boxers, and had little difficulty in either the Pre-'40 or Class C events. In Sportsman 500cc, however, he put up quite a fight on his 1960 R50 to clinch a pair of seconds behind James McGregor on one of the Honda CB twins that now dominate the 500cc and 350cc Sportsman divisions. In fact, it looked as if Auer would win Sunday's 500cc race until the Canadian took back the lead as the pair closed in on the checkered flag.

After cruising to a pair of 250cc GP wins, Ducati-mounted Jay Richardson came up against some tough competition in 350cc GP in the form of Honda rider Thomas Marquardt. On Saturday, Richardson managed to open a slim lead by race's end, but the following day the pair traded the lead before the Ducati pilot regained and held it to the finish.

Dave Rosno is always an exciting rider to watch, and his battles with Rick Newman in Formula 500cc were a pair of scorches. On Saturday the Yamaha R5 rider chased Rosno nearly all race long, finally getting past the number-one plate holder on the last lap. Rosno and his Honda four again led on Sunday, and Newman again got past, this time near the halfway point. But Rosno was back in the lead by the next lap, and he seemed to have found another gear, opening a comfortable lead over Newman by race end. Rosno also took Satur-

(Right) Jay Richardson (13T) rode his Ducati around Thomas Marquardt's Honda (34) to win the 350cc Grand Prix event. (Below) Michael Gage leads Dean de St. Croix in the Cup.



day's Formula Vintage event, but had to settle for the runner-up position after a heated contest with Adam Popp on Sunday.

Stephen Mathews had no trouble whatsoever winning a pair of Classic Racer Premier 500cc events on a Barber Vintage Motorsports Matchless G50. The real race each day was behind him. Saturday saw Rusty Lowry, on a GMA All-American Racing Harley KR750, narrowly prevail for second place over Larry Poons and his Matchless-powered Seeley Condor. On Sunday, it looked as if Stu Carter would take second on his Drixton Honda until Poons stormed past. And then Lowry did the same to take a close third behind Poons, with Carter finishing fifth.

Mid-Ohio Sports Car Course
Lexington, Ohio
Results: July 12-13, 1997 (Round 11-12 of 19)

Saturday

200 GP: 1. Larry Kirby (Yam); 2. Butch Sprain (Hon); 3. Chuck Davis (Hon); 4. Brian Beck (Duc); 5. Corey Rusk (Duc).

250 GP: 1. Jay Richardson (Duc); 2. Jonathan White (Duc); 3. Kemp Archibald (Duc); 4. Randy Smith (Duc); 5. Larry Poons (Duc).

350 GP: 1. Jay Richardson (Duc); 2. Thomas Marquardt (Hon); 3. Erik Green (AJS); 4. Johnny Demoisey (Tri); 5. Kemp Archibald (Duc).

500 PREM: 1. Stephen Mathews (Mat); 2. Rusty Lowry (H-D); 3. Larry Poons (See); 4. Ralph Auer (BMW); 5. John Cooper (BSA).

PRE-40: 1. Ralph Auer (BMW); 2. Alex McLean (Nor); 3. Carleton Palmer II (Vin); 4. Doc Batsleer (Ind); 5. Steve Coe (H-D).

CLASS C: 1. Ralph Auer (BMW); 2. Alex McLean (Nor); 3. Carleton Palmer II (Vin); 4. Doc Batsleer (Ind); 5. Ed Fisher (Tri).

CLSSC 60s: 1. John Cooper (BSA); 2. Andrew Tarnik (BSA); 3. Andrew Cowell (BSA); 4. Lon McCroskey (AJS); 5. John Cygnor (H-D).

F-125: 1. Martin Yannerilla (Yam); 2. Jack Seaver (Hon).

F-250: 1. Chip Larkby (Yam); 2. Harold Page Jr. (Hon); 3. Bich Barger (Yam); 4. Jerry Herman (Hon-Nor); 5. Steve Staser (Hon).

F-500: 1. Rick Newman (Yam); 2. Dave Rosno (Hon); 3. Christopher Spargo (Yam); 4. George Fitz Sr. (Hon); 5. Charles Hess (Hon).

F-750: 1. David Roper (BSA); 2. Adam Popp (Hon); 3. Kurt Liebmann (Hon); 4. Steve Von Borstel (M-G); 5. Will Harding (M-G).

SPTSMN 350: 1. Dave Thompson (Hon); 2. James McGregor (Hon); 3. Tim Stancill (Hon); 4. Adam Popp (Hon); 5. James Swartout (Hon).

SPTSMN 500: 1. James McGregor (Hon); 2. Ralph Auer (BMW); 3. Tim Stancill (Hon); 4. Don Jagger (BSA); 5. James Swartout (Hon).

SPTSMN 750: 1. Larry Kirby (Yam); 2. John Ellis (Yam); 3. David Temple (Yam); 4. Todd Welch (Tri); 5. Ivan Messina (BMW).

F-VINT: 1. Dave Rosno (Hon); 2. Kurt Liebmann (Hon); 3. John Ellis (Yam); 4. David Temple (Yam); 5. Cliff Murray (Yam).

Sunday

200 GP: 1. Chuck Davis (Hon); 2. Larry Kirby (Yam); 3. Brian Beck (Duc); 4. George Gramlich (Hon); 5. Butch Sprain (Hon).

250 GP: 1. Jay Richardson (Duc); 2. Kemp Archibald (Duc); 3. Larry Poons (Duc); 4. Francis Ganance (Duc); 5. Charles Sexton (Bul).

350 GP: 1. Jay Richardson (Duc); 2. Thomas Marquardt (Hon); 3. Erik Green (AJS); 4. Stuart Carter (Duc); 5. Johnny Demoisey (Tri).

500 PREM: 1. Stephen Mathews (Mat); 2. Larry Poons (See); 3. Rusty Lowry (H-D); 4. Stuart Carter (Tri-Hon); 5. Ralph Auer (BMW).

PRE-40: 1. Ralph Auer (BMW); 2. Alex McLean (Nor); 3. Carleton Palmer III (Vin); 4. Doc Batsleer (Ind); 5. Tim Droege (H-D).

CLASS C: 1. Ralph Auer (BMW); 2. Carleton Palmer II (Vin); 3. Ed Fisher (Tri); 4. Arthur Mullins (H-D); 5. Tim Droege (H-D).

CLSSC 60s: 1. Rusty Lowry (H-D); 2. Andrew Tarnik (BSA); 3. John Cooper (BSA); 4. Lon McCroskey (AJS); 5. John Cygnor (H-D).

F-125: 1. Jack Seaver (Hon); 2. Clair Saam.

F-250: 1. Chip Larkby (Yam); 2. Richard Merhar (Yam); 3. Harold Page Jr. (Hon); 4. Ted Sturgess (Yam); 5. Rich Barger (Yam).

F-500: 1. Dave Rosno (Hon); 2. Rick Newman (Yam); 3. Christopher Spargo (Yam); 4. George Fitz Sr. (Hon); 5. Ron Rae (Yam).

F-750: 1. Adam Popp (Hon); 2. David Roper (BSA); 3. Dave Rosno (Hon); 4. Steve Von Borstel (Guz); 5. Kurt Liebmann (Hon).

SPTSMN 350: 1. James McGregor (Hon); 2. Tim Stancill (Hon); 3. James Swartout (Hon); 4. Frank Smith (Hon); 5. Bill Moeller (Hon).

SPTSMN 500: 1. James McGregor (Hon); 2. Ralph Auer (BMW); 3. Tim Stancill (Hon); 4. Don Jagger (BSA); 5. James Swartout (Hon).

SPTSMN 750: 1. Larry Kirby (Yam); 2. John Ellis (Yam); 3. Jim Struke (Nor); 4. Ivan Messina (BMW); 5. Jeff Wood (Ric-Tri).

F-VINT: 1. Adam Popp (Hon); 2. Dave Rosno (Hon); 3. Kurt Liebmann (Hon); 4. John Ellis (Yam); 5. Christopher Spargo (Yam).

Upcoming Rounds:

Rounds 13-14 - Sonoma, California,

August 23-24

Rounds 15 - Steamboat Springs, Colorado,

September 13

AHRMA Sound of Singles/Battle of the
Twins/Sound of Thunder Series, Rounds 11-12:
Mid-Ohio Sports Car Course

Battle of the Britten

LEXINGTON, OH, JULY 12-13

Race fans expect Brittens to win races, and Eric Wood didn't disappoint as he easily crossed the line first four times in Battle of the Twins Open and Sound of Thunder by BMW. AHRMA's alternative modern classes provided plenty of close racing, too.

One of them was BoTT Formula One, where on Saturday Pete Johnson and his '79 Moto Guzzi 120 prevailed over James Lickwar's Suzuki TL1000 with a last-lap pass. On Sunday, it was a super race between Bill St. John, Johnson and Chris Fillmore. St. John and his Ducati met with some misfortune while leading on the sixth of eight laps, leaving Johnson at the point position the next time around. On lap eight, however, Fillmore slipped his Ducati 748 past the veteran Johnson and held on for the win. Johnson also logged a pair of BoTT Formula-Two wins on his near-vintage Guzzi.

The Skorpion Cup, featuring MuZ Skorpions with a limited number of modifications, has been a closely contested event all season, and Mid-Ohio was no different. Dean de St. Croix emerged the winner of a race-long scrap with Robert Wrublevski on Saturday. Sunday's race saw de St. Croix leading for two laps before Wrublevski came by and eventually opened a small lead. That left de St. Croix to fight for second with Michael Gage. After several side-by-side laps, it was Gage claiming the runner-up position.

There was plenty to watch behind the wheelying Wood in Sound of Thunder. On Saturday, Gage and his Triumph T595 won the duel with Lickwar's Suzuki for third position as Johnson finished ahead of them in second. As Gage and Johnson disputed the number-two spot in a back-and-forth race on Sunday, Craig McLean was busy working his way toward the front on a Ducati Supermono. By the halfway point, he had gotten around Gage, and by the last lap was challenging Johnson. But the big Guzzi wouldn't lose the dash from the last corner to the checkered flag against a single of less than half the displacement, and McLean had to settle for third.



VINTAGE AMA VINTAGE MOTORCYCLE DAYS

Mid-Ohio Sports Car Course

Mid-Ohio Sports Car Course

Lexington, Ohio

Results: July 12-13, 1997 (Rounds 11-12 of 19)

Saturday

SOS F-3: 1. Mike Gontesky (Rtx); 2. Erich Bley (Rtx); 3. Michael Schneider (Hon); 4. Kenneth Baker (Duc); 5. Timothy Welch (Yam).

SOS F-2: 1. Norman Lastovica (Rtx); 2. Mark Hatten (Hon); 3. Kevin Burns (Yam); 4. Erik Myhre (Duc); 5. Colin Fraser (Hon).

S/MONO: 1. Craig McLean (Duc); 2. Jay Richardson (KTM); 3. Craig Wright (Bon); 4. Kelly Newman (W-R); 5. Chuck Davis (BMW).

SOS 2-STRK: 1. Jim Struke (Hon); 2. Randy Smith (Hon); 3. Joe Culbertson (Hon); 4. Lance Yeager (Hon); 5. George Oiegar (Yam).

BOTT F-3: 1. Jonathan Hord (Hon); 2. Sean McNew (Hon); 3. Jay Richardson (Duc); 4. Brian Kohl (H-D); 5. Will Harding (M-G).

BOTT F-2: 1. Pete Johnson (M-G); 2. Donald Unger (Duc); 3. David Kieffer (Bue); 4. Tim Kieseleski (Duc); 5. Will Harding (M-G).

BOTT F-1: 1. Pete Johnson (M-G); 2. James Lickwar (Suz); 3. Bill St. John (Duc); 4. Chris Fillmore (Duc); 5. Don Leavitt (Suz).

BOTT OPEN: 1. Eric Wood (Bri); 2. Bill St. John (Duc); 3. Chris Fillmore (Duc); 4. James Lickwar (Suz); 5. Don Leavitt (Suz).

BOTT 2-STRK: 1. Chip Larkby (Apr); 2. Daniel Slattery (Yam); 3. Darren Martin (Yam); 4. David Kilcullen (Yam); 5. Glen Christianson (Yam).

SOT: 1. Eric Wood (Bri); 2. Pete Johnson (M-G); 3. Michael Gage (Tri); 4. James Lickwar (Suz); 5. Wally Schleper (Suz).

SKORP CUP: 1. Dean de St. Croix (MuZ); 2. Robert Wrublevski (MuZ); 3. Michael Gage (MuZ); 4. Sven Bley (MuZ); 5. Russell Levine (MuZ).

Sunday

SOS F-3: 1. Mike Gontesky (Rtx); 2. Erich Bley (Rtx); 3. Kenneth Baker (Duc); 4. Michael Schneider (Hon); 5. Timothy Welch (Yam).

SOS F-2: 1. Norman Lastovica (Rtx); 2. Kevin Burns (Yam); 3. Erik Myhre (Duc); 4. Gary Anderson (Yam); 5. Colin Fraser (Hon).

S/MONO: 1. Craig McLean (Duc); 2. Craig Wright (Bon); 3. Robert Wrublevski (MuZ); 4. Chuck Huneycutt (W-R); 5. Michael Van Slyke (Bon).

SOS 2-STRK: 1. Jim Struke (Hon); 2. Randy Smith (Hon); 3. Todd Patton (Hon); 4. Joe Culbertson (Hon); 5. George Oiegar (Yam).

BOTT F-3: 1. Jonathan Hord (Hon); 2. Sean McNew (Hon); 3. Will Harding (M-G); 4. Brian Kohl (H-D); 5. Steve Von Borstel (M-G).

BOTT F-2: 1. Pete Johnson (M-G); 2. David Kieffer (Bue); 3. Donald Unger (Duc); 4. Tim Kieseleski (Duc); 5. Will Harding (M-G).

BOTT F-1: 1. Chris Fillmore (Duc); 2. Pete Johnson (M-G); 3. Don Leavitt (Suz); 4. Paul Vitale (Bim); 5. Wally Schleper (Suz).

BOTT OPEN: 1. Eric Wood (Bri); 2. James Kusar (Duc); 3. Chris Fillmore (Duc); 4. Bill St. John (Duc); 5. Bob Robbins (Duc).

BOTT 2-STRK: 1. Daniel Slattery (Yam); 2. Chip Larkby (Apr); 3. Darren Martin (Yam); 4. Glen Christianson (Yam); 5. David Kilcullen (Yam).

SOT: 1. Eric Wood (Bri); 2. Pete Johnson (M-G); 3. Craig McLean (Duc); 4. Michael Gage (Tri); 5. Wally Schleper (Suz).

SKORP CUP: 1. Robert Wrublevski (MuZ); 2. Michael Gage (MuZ); 3. Dean de St. Croix (MuZ); 4. Sven Bley (MuZ); 5. Blake Wilson (MuZ).

Upcoming Rounds:

Rounds 13-14 - Sonoma, California,

August 23-24

Round 15 - Steamboat Springs, Colorado,

September 14

AHRMA Speed & Sport National Vintage MX Series, Round 15: Mid-Ohio Sports Car Course

Hamilton and Treadway double

By Matt Benson

LEXINGTON, OH, JULY 12

For the second year in a row, Dick Mann and Jeff Smith turned Mid-Ohio's rolling infield into a classic-style motocross circuit, full of interesting obstacles such as trees, roots, stumps, the occasional asphalt crossing - and a fair amount of dust, thanks to the hot, sunny day and large number of entries on a relatively short circuit.

The same bunch of Expert-level riders seemed to come up against one another in varying combinations all day long, and the result was always close,



(Left) Winner Larry Witmer (27B) dices with Charles Emery (78) in the 40-Plus Expert class.

(Below) Former Trial National Champion Curt Comer won the Classic 125cc Expert class. (Below left) Todd Hamilton rode his Maico to victory in both the 250 and 500cc Sportsman Expert classes.



fast racing. First it was in the Over 30 class, where Rick Hudson (on his Maico) narrowly defeated Jay Kinder (on his Honda) in the first moto. The second time out, Hudson fell twice - once while leading, and once while setting up Honda-mounted Don Lewis in a pass to regain the lead two turns from the finish. Lewis got the overall with 3-1 finishes to Kinder's 2-2 and Hudson's 1-3.

In the Sportsman 250cc Expert class, it was Maico-mounted Todd Hamilton winning a pair of close ones over Lewis, with Doug Wentzell on his Yamaha YZ250 taking third. In the 500cc class, Hudson was chased hard in the opening moto by Hamilton, as Kawasaki rider Michael Zimmerman and Wentzell dived behind the leaders. After trading the lead several times with Hudson in the second moto, Hamilton managed to get to the checkers first and claim the overall.

Kinder and Mike Boggia went at it in the first Sportsman 125cc Expert race, with Kinder taking it after Boggia lost ground by trying to ride up a tree. Larry Witmer and his Suzuki TM125 were the winning combination in the Over 40 Expert class, and they took the second Sportsman 125cc moto as well, finishing ahead of Kinder. However, Kinder's 1-2

record did the trick, earning him the overall ahead of Boggia (2-3) and Witmer (5-1).

Mike Treadway and his XL350 Honda stood out among the Intermediates, going 1-1 in the Over 40 class and 2-1 in Sportsman 500cc for a pair of wins in the biggest classes of the day.

Former National trials champ Curt Comer employed "conservation of momentum" with his Honda XL100 to take the Classic 125cc Expert win, over Dan Johns on a Monark 125. Comer clearly was having fun wheeling and bouncing around on the little Honda, although in the second moto he had to chase down a fast-starting Robert Borg before resuming his show. In the same race, Borg's wife, Janet, also on a CZ 125, beat all the guys to win the Novice division.

Mid-Ohio Sports Car Course Lexington, Ohio Results: July 12, 1997 (Round 15 of 20)

PREM L/W INT: 1. James McCabe (Mai); 2. Daniel Beher (Duc).

PREM 500 EX: 1. Claude McElvain (BSA).

PREM 500 INT: 1. Jerry Rewerts (BSA).

PREM TW INT: 1. Daniel Beher (BSA).

CLSSC 125 EX: 1. Curtis Comer (Hon); 2. Dan Johns (Mrk); 3. Robert Borg (CZ); 4. Brian O'Connor (Yam).

CLSSC 125 INT: 1. Donnie Warf (Hon); 2. Daniel Beher (DKW); 3. Marvin Marty (Hod); 4. Rick Jones (Pen); 5. Charles Schank (Mai).

CLSSC 125 NOV: 1. Janet Borg (CZ); 2. Richard Bley (CZ); 3. Chuck Morris (Hus); 4. Richard Carpenter (Hod).

CLSSC 250 EX: 1. Dan Johns (AJS).

CLSSC 250 INT: 1. Dennis Brown (Hus).

CLSSC 250 NOV: 1. Jim Cameron (BSA); 2. Chris Makynen (BSA).

CLSSC 500 EX: 1. Dan Johns (AJS); 2. Claude McElvain (BSA); 3. James Smith (BSA).

CLSSC 500 INT: 1. John Easton (Tri); 2. Tim Swain (Bul); 3. Craig Campbell (Tri); 4. Timothy Cicora (Bul).

SPTSMN 125 EX: 1. Jay Kinder (Hon); 2. Mike Boggia (Hon); 3. Larry Witmer (Suz); 4. Bill Nazelrod (Hon); 5. James Smith (C-A).

SPTSMN 125 INT: 1. Corey Willoughby (Hon); 2. David Keith (Yam); 3. James Kostival (Hon); 4. Mike Parker (Hon); 5. David Evans (Hod).

SPTSMN 125 NOV: 1. Jeff Willoughby (Kaw).

SPTSMN 250 EX: 1. Todd Hamilton (Mai); 2. Don Lewis (Hon); 3. Doug Wentzell (Yam).

SPTSMN 250 INT: 1. Wesley Miller (Oss); 2. Todd Starr (Hon); 3. Rick Sims (C-A); 4. Lester Cragan III (Hon); 5. George Nance (CZ).

SPTSMN 250 NOV: 1. Jonathan Bush (Hon); 2. Brian Bean (Bul); 3. Andy Campbell (Hus); 4. Stephen Miller (Hon); 5. Bruce Patrick (Bul).

SPTSMN 500 EX: 1. Todd Hamilton (Mai); 2. Rick Hudson (Mai); 3. Michael Zimmerman (Kaw); 4. Doug Wentzell (Yam).

SPTSMN 500 INT: 1. Mike Treadway (Hon); 2. Bill Patton (Mai); 3. Chuck Peavy (Hus); 4. Dean Gregory (Hus); 5. Bill Sekulich (Mai).

SPTSMN 500 NOV: 1. Justin Dixon (Bul); 2. Ken Bova (BSA); 3. Bill Barrow (BSA); 4. Dexter Gardenhire (Hus); 5. Richard Pate (Hus).

SPTSMN TW EX: 1. Bob Ginder (Ric-Tri).

SPTSMN TW INT: 1. Dennis Blevins (Tri); 2. Graham Foster (Ric-Tri).

WMN INT: 1. Janet Borg (CZ).

30+ EX: 1. Don Lewis (Hon); 2. Jay Kinder (Hon); 3. Rick Hudson (Mai); 4. James Smith (C-A).

30+ INT: 1. Bill Patton (Mai); 2. Todd Starr (Hon); 3. Daniel Payne (Mai); 4. Melvin Blight (Hon); 5. Chuck Peavy (Hus).

30+ NOV: 1. Jonathan Bush (Hon); 2. Bruce Patrick (Bul); 3. Mark Plumley (Suz); 4. Brian Glendening (Suz).

40+ EX: 1. Larry Witmer (Suz); 2. Charles Emery (CZ); 3. John Deemer (Mai); 4. Michael Zimmerman (Kaw); 5. Carl Mabrey (Hon).

40+ INT: 1. Mike Treadway (Hon); 2. Alex Krisher (C-A); 3. Terry House (Oss); 4. Scott Nicholas (Kaw); 5. George Nance (CZ).

40+ NOV: 1. Sam Moulds (Hon); 2. Richard Anderson (Hus); 3. Larry Brill (Hus); 4. Stephen Miller (Hon); 5. Bill Hanks (Bul).

50+ EX: 1. Harold Hazel (Hon); 2. Ted Grabowski (Mai).

50+ INT: 1. Roy Maley Jr. (Mai); 2. Gig Hamilton (Mai); 3. Dennis Spencer (Bul); 4. Forest Stahl (Hus); 5. Corky Root (Bul).

50+ NOV: 1. Larry Willoughby (Mon); 2. Bill Decker (BSA); 3. Clint Swafford (Hus); 4. Frank Walls (Pen); 5. Edd Kubik (Pen).

60+ INT: 1. Roy Maley Jr. (Mai); 2. Corky Root (Bul).
60+ NOV: 1. Frank Walls (Pen); 2. Clint Swafford (Hus).

Upcoming Rounds:
Round 16 - Southwick, Massachusetts, July 26
Round 17 - Mammoth Mountain, California, August 9

AHRMA Speed & Sport National Trials Series,
Round 11: Mid-Ohio Sports Car Course

Beattie cleans up

LEXINGTON, OH, JULY 13

The Mid-Ohio grounds aren't exactly "trials heaven," but Bob Ginder and crew still managed to come up with seven sections to challenge competitors while being easily accessible to those curious about vintage trials.

Michigan's Scott Beattie won the Modern Classic Expert class by nine marks over John Callison, both Yamaha-mounted. On his way to winning, Beattie pulled off the only clean loop on the tough number-one line. Montesa-mounted Englishman Graham Foster took third.

Ginder rolled in with the low score on the number-two line, winning the Premier Lightweight Expert class five marks ahead of the Modern Classic Intermediate winner, and doing it on a Greeves that is about 10 years older than Modern Classic Intermediate winner Maurice Boutell's Kawasaki. Ginder's most embarrassing moment came as he dropped a quick five by nose-planting in section three, an extremely tight little Ginder special that took points off all but two riders.

Behind Boutell's 20 marks, Gary Highfill lost 23 points for second, and Yamaha rider Travis Hyslop dropped 30 for third. James Smith, class points leader until Mid-Ohio, dropped a very costly five in Ginder's nasty section three, which put him back to fifth place for the day.

The biggest class, Modern Classic Novice, saw some tight competition among the top three riders. Ken Eftink and Duwayne Connolly both aced the trial, and their competition ended with the birthdate tie-breaker rule, with Eftink, as the older of the two, coming in the winner. Third place went to Dennis Jones, who rode three of the four loops clean after dropping just two on the first go-around. CN

Mid-Ohio Sports Car Course
Lexington, Ohio
Results: July 13, 1997 (Round 11 of 15)

RIGID NOV: 1. Eric Richardson (BSA, 7 pts).
PREM L/W EX: 1. Bob Ginder (Gre, 15).
PREM L/W INT: 1. Brad Eaton (BSA, 46); 2. Kurt Baue (Tri, 55); 3. J. Glegg (58); 4. Dennis Brown (Gre, 4); 5. Tom Boyd (BSA, 80).
PREM L/W NOV: 1. Randolph Stoike (BSA, 12); 2. Robert Meadows (24); 3. Billy Decker (Tri, 3); 4. Jim Cameron (BSA, 76).
CLSSC INT: 1. Mike Parsley (Gre, 16); 2. Robert Borg (Sar, 41).
CLSSC NOV: 1. Keith Wynn (Pen, 4).
MOD CLSSC EX: 1. Scott Beattie (Yam, 18); 2. John Callison (Yam, 29); 3. Graham Foster (Mon, 34); 4. Mike Hyslop (Yam, 51).
MOD CLSSC INT: 1. Maurice Boutell (Kaw, 20); 2. Gary Highfill (23); 3. Travis Hyslop (Yam, 30); 4. Tim Swain (Bul, 4); 5. James Smith (Hon, 34).
MOD CLSSC NOV: 1. Ken Eftink (Yam, 0); 2. Duwayne Connolly (Bul, 0); 3. Dennis Jones (Bul, 3); 4. Karl Bullinger (Yam, 5); 5. Chris Hutson (Yam, 15).
MOD CLSSC BEG: 1. Hans Wilson (Suz, 6); 2. Justin Hodic (8); 3. Joshua Smith-Moore (Yam, 10); 4. John Mosir (BSA, 11); 5. Richard Smith-Moore (Yam, 25).

Upcoming Rounds:
Round 12 - Sonoma, California, July 24
Round 13 - Steamboat Springs, Colorado, September 11

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THE STEALTH TELE RADAR JAMMER jams police radar and laser using recently developed technology which prevents the Radar Gun Operator from getting a speed reading. The Stealth Tele Radar Jammer makes radar detectors obsolete.

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The Stealth Tele Radar Jammer has been cleverly designed to look identical to a cellular telephone. We have done this so that it will not be identified as a radar jamming device. If someone attempts to use the jammer as a cellular telephone "low battery" will appear. The touch pads are programmed so that the user can retrieve information such as how many speed traps you pass in a day, type of radar and time of day. The Jammer can be programmed to alert you to the presence of radar like a detector. This feature when used does not effect the radar jamming function. There are no bells, beeps or flashing lights to warn you of radar like a radar detector. Simply switch on the Stealth Tele Radar Jammer and drive.

The Stealth Tele Radar Jammer monitors, analyses and jams all types of radar currently in use by North American police forces including X and K band, super wide band Ka, photo radar, and laser and all instant on or pulsed radar guns. The new technology we have developed does not require input from a radar gun before it determines the type of radar used and then send a jamming signal. Our Jammer sends out thousands of signals a minute to jam all the various types of radar.

Most police utilize "instant on" or "pulsed" radar guns which provide drivers using radar detectors only 1/10 of a second to react to the radar warning and slow down if they are speeding. Instant on or pulsed radar guns make even the best radar detectors no more than a TICKET ALARM.

Robert is a Sales Representative for a company that manufactures and distributes medical supplies. He lives in Des Moines, Iowa and covers all of Iowa and Nebraska. He drives approximately 25,000 miles per year. Here are his comments. "I was asked to use the Stealth Tele Radar Jammer for 6 months. In my business I make appointments 2 to 3 weeks in advance. The people I deal with are very busy therefore I must be on time. My driving record was not good because of speeding tickets. During the 6 month test I never got a speeding ticket. At the end of each day I would check the Jammer to get a reading of how many radar traps I passed through. I was surprised by the number of radar traps I didn't see as indicated on the Jammer. I never realized how many radar traps there are. I made all my appointments on time."

"I believe the Stealth Tele Radar Jammer is the most significant technological development for protecting drivers from speed traps ever invented. I was involved in the development and testing of this product from the idea stage and can therefore personally guarantee its trouble free and accurate operation for many ticket free years of driving." Stan Sullivan - Vice President of Research and Product Developments.

The Stealth Tele Radar Jammer has the following features:

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- Complies with FCC rules
- Accessory power cord or battery operated

- Owners manual and warranty information included
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- If a new type of police radar is developed we will upgrade your Jammer for a minimal cost.

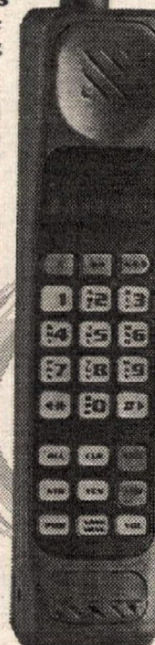
IF YOU ARE CONCERNED THAT THE POLICE WILL BE SUSPICIOUS IF THEY DO NOT GET A READING PLEASE NOTE THAT IT IS NOT UNUSUAL TO GET NO READING OR A CONFUSED READING BECAUSE THERE ARE MANY SIGNALS THAT CAN INTERFERE WITH RADAR GUN SIGNALS. MOST IMPORTANTLY RADAR JAMMERS ARE NOT ILLEGAL EXCEPT IN OKLAHOMA, NEBRASKA AND MINNESOTA. OUR JAMMER IS LEGAL FOR TRUCKS BECAUSE IT IS NOT A RADAR DETECTOR. IF THEY DON'T GET A SPEED READING THEY CAN'T WRITE A TICKET.

If you ever get a speeding ticket while the Stealth Tele Radar Jammer is in use, the manufacturer will pay the cost of the ticket and all reasonable associated costs. We will also replace the Jammer at no cost. Details of the ticket rebate program are outlined in the Users Manual.

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The optional Speed Set feature that allows you to set the speed you want the police radar to read (if you are travelling at 65 mph in a 55 mph zone you would set the Stealth Tele Radar Jammer at 55 mph which is the reading the police radar would receive), costs \$49.00.

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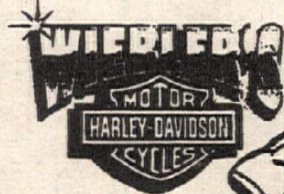
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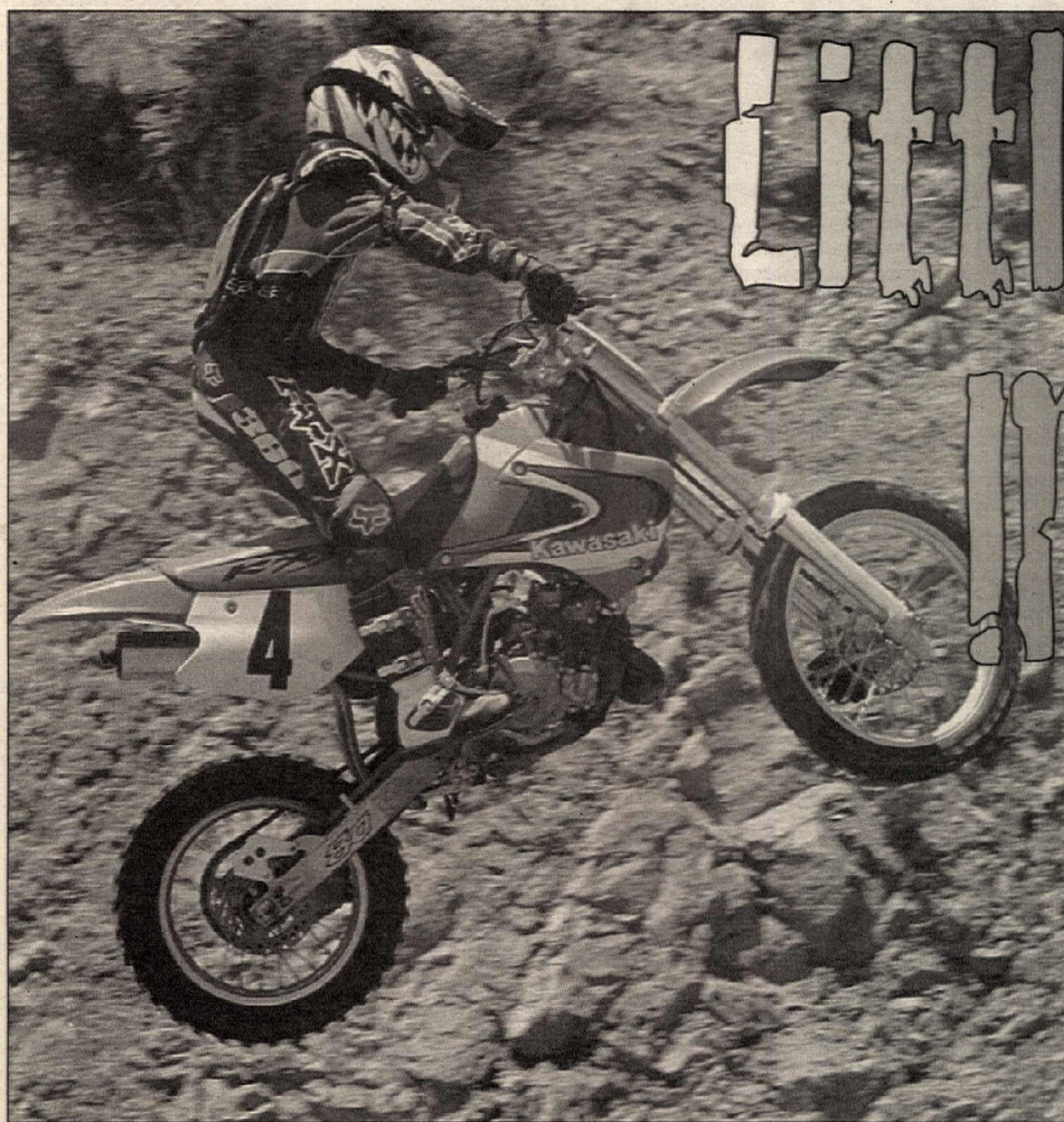
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Little green meanies

Sean Borkenhagen flies the 1998 KX80 (left) and Nathan Rivera whips the 1998 KX100 (below) at Glen Helen Raceway.

were made to the motor. Kawasaki felt it was time to bring the bottom-end and midrange-boosting advantages of the exhaust power valve to its minis and used its KIPS (Kawasaki Integrated Power Valve System) exhaust system on a totally redesigned cylinder and combustion chamber. The clutch was also redesigned to better handle abuse, the plates are now 9mm larger in diameter (from 110mm to 119mm), and a new clutch hub was used that rides on needle bearings for smoother action. The clutch-release leverage ratio was also reduced for lighter clutch-lever action, and a separate "quick" clutch cover now resides on the right-side engine cover for quicker and easier servicing. The

clutch lever and perch are now the same as those used on the larger KXs. Nice touch.

The high-tensile-steel perimeter frames are different between the two bikes, with the frame on the KX100 being slightly larger, of course. The frames didn't receive any major redesign other than strengthening up the footpeg brackets with thicker material to handle the big-time abuse put on these smaller machines. New footpegs were used that are wider (34mm to 40mm) for better control, are made of cast steel for strength, and use a 10mm pivot (instead of 8mm) for increased durability.

Out back, a new swingarm uses larger cross-section beams for more rigidity and control, now incorporating cast-aluminum chain-adjuster sections like the big KXs for easier chain adjustments and further increased rigidity. The rear shock was revalved to work with the new swingarm and in conjunction with revised forks and settings. Flanged collars are now used to better protect

By Cameron Coatney

Each year, there are two classes of motocrossers that don't receive much attention when it comes to refinements: The Open class and the Mini class. It's semi-understandable with the Open class since the manufacturers (those that still make them) don't sell near the numbers that they used to, and the bikes are not raced in National or World Championship circuits, where their technology has completely fallen off the race pace. The Mini class is another story.

Like the Vet class movement that is sweeping the nation with booming entries and dollars spent, the Mini class is as strong as ever and growing. The kids riding these bikes nowadays ride harder and jump farther than ever before, with the top mini pilots in the nation leaping over most of the same obstacles that the bigger bikes do on race day. Youngsters today ride hard and give the little bikes plenty of abuse—so the diminutive racers deserve and demand the same technological features that the big bikes have.

Taking these factors into consideration, Kawasaki has given its popular KX80 and KX100 a complete shake-down for 1998 by redesigning and revamping almost every major and minor component on the bikes. The KX100 is what most people call a "Big Wheel 80" with a slightly larger frame, cylinder bore (52.5mm vs. 48mm on the KX80) and wheels (17- and 19-inch wheels vs. 14- and 16-inch wheels on the KX80).

The first and most dramatic changes made to the KX80 and KX100 this year



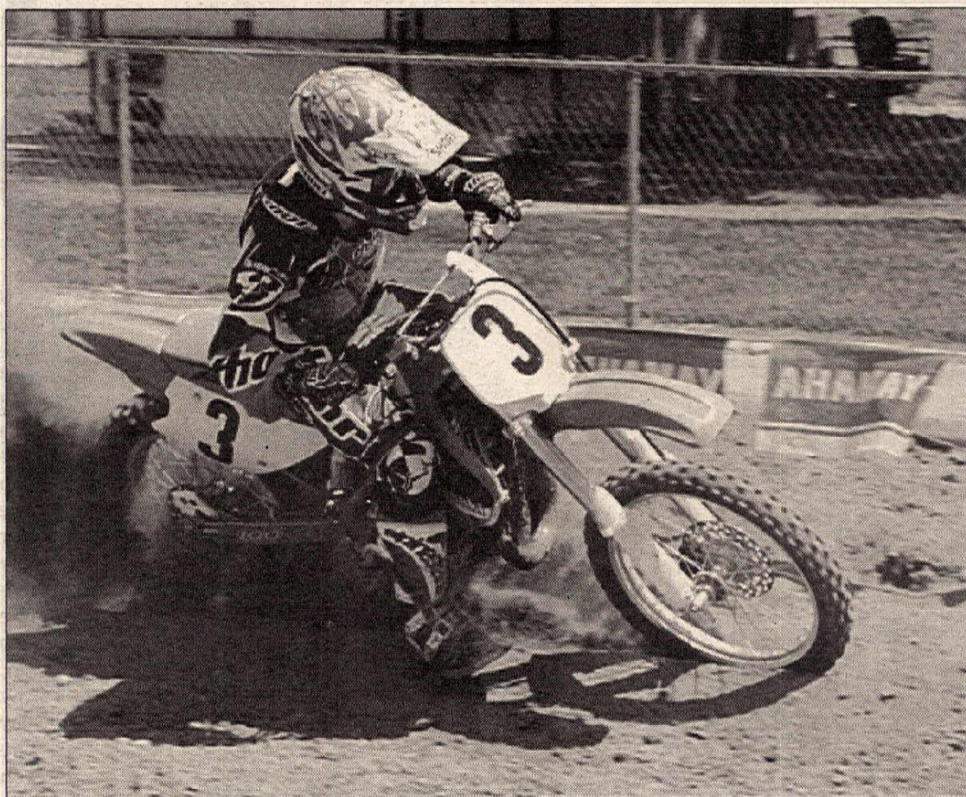
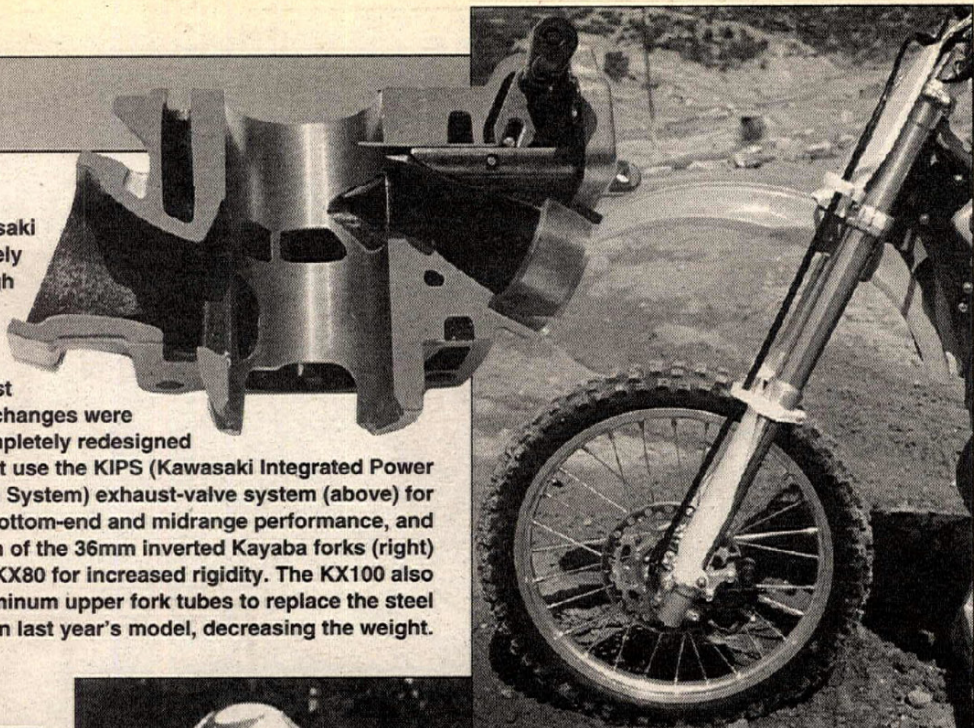
Kawasaki KX80 / KX100

Specifications

List Price	\$2999 / \$3299
Displacement	82/99cc
Engine type	Liquid-cooled, single-cylinder two-stroke w/KIPS (Kawasaki Integrated Power Valve System)
Bore x stroke	48 x 45.8 / 52.5 x 45.8mm
Compression ratio	9.3-10.4:1 / 8.8-9.6:1
Carburetion	.26mm Keihin PE
Ignition	Digital capacitor discharge (CDI)
Transmission speeds	6
Fuel capacity	1.5 gal.
Wheelbase	49.4 / 50.8 in.
Rake/trail	27°/89mm / 27°/103mm
Seat height	33.1 / 34.3 in.
Front tire	70/100-17 Dunlop D737F / 70/100-19 Bridgestone M61
Rear tire	90/100-14 Dunlop D737 / 90/100-16 Bridgestone M58
Front suspension	36mm Kayaba inverted forks with adjustable compression damping and 10.8 inches of wheel travel.
Rear suspension	Kayaba shock with adjustable compression and rebound damping and 10.8 inches of wheel travel.
Front brake	Disc
Rear brake	Disc
Claimed dry weight	143/150 lbs.

Kawasaki completely went through the KX80 and KX100 for 1998.

The most important changes were the completely redesigned motors that use the KIPS (Kawasaki Integrated Power Valve System) exhaust-valve system (above) for improved bottom-end and midrange performance, and the addition of the 36mm inverted Kayaba forks (right) to the KX80 for increased rigidity. The KX100 also received aluminum upper fork tubes to replace the steel tubes on last year's model, decreasing the weight.



the wheel seals from mud and debris. Both bikes use 4.8 kg/mm shock springs.

The KX100 has used 36mm Kayaba inverted forks for a few years, with steel upper tubes that were 42mm in diameter. For 1998, the old steel upper tubes were changed to 49.5mm aluminum tubes for a decrease in weight and an increase in rigidity, resulting in what Kawasaki claims is "better control." The conventional forks from previous KX80s were tossed to the side and the bike now comes with the same inverted fork as the KX100, with revised valving. The KX80 uses .28 kg/mm fork springs while the KX100 uses .29 kg/mm springs to better accommodate heavier riders likely to ride the bike.

In order to ease the burden of air-filter cleaning, the ignition was relocated out of the airbox and a new base plate and longer air-filter retainer bolt were used. The airbox covers now use machine screws instead of self-tapping screws for better durability.

A new forged-aluminum rear-brake pedal was designed to be both stronger and lighter, and there are now two seals (instead of one) for smoother operation and better durability. New brake discs and pads are used for better braking power with improved rust resistance.

The front and rear wheels were not overlooked, as the rear hub is all new and now features two wheel bearings on the drive side of the hub for increased durability. Also, the rear axle has been increased in diameter for improved

rigidity and strength. Both front and rear hubs got new seals to better protect the wheel bearings, and thicker spokes for stronger wheels, requiring less adjustment.

Rounding out the multiple changes to the KX80 and KX100 is a new kickstart lever that can now be easily removed with a threaded bolt in the kickstart shaft instead of a pinch bolt, a front number plate now fastened with one bolt instead of three, and a fuel petcock borrowed from the KX125 and 250. Both bikes feature the Kawasaki motocross team-inspired graphics and Kevlar reinforced seat covers that the entire dirt lineup received.

We had the opportunity to ride the new KX80 and KX100 for a one-day affair at Glen Helen Raceway in San Bernardino, California, the site of the third round of the AMA 125/250cc Motocross National in May. To help us with our quick evaluation of these motorcycles, we invited 13-year-old Intermediate Mini rider Nathan Rivera (103 lbs.) from Arizona and 10-year-old Beginner/Novice Mini rider Sean Borkenhagen (65 lbs.) from Southern California to spin as many laps as they could on the KX80 and KX100, and asked them to give us their opinions of the bikes.

Both Rivera and Borkenhagen race other brands of motorcycles but have ridden Kawasakis before, and both came away very impressed with the motors on the new bikes. Both riders cited good bottom-end and midrange power - much better than their current race bikes have - and also felt the bike

had good top-end power. Both testers came in saying that they could turn faster lap times with the new Kawasakis because the power was more predictable in the lower revs and there was simply more bottom-end and midrange power to work with. Of course, the KX100 was slightly faster than the KX80 - but not by much.

Rivera and Borkenhagen had no real complaints about the front and rear suspension on either of the bikes. In a perfect world, Borkenhagen could have used the next-softest spring; however, they weren't available at the time, so we backed the spring preload off a bit and ran the compression adjuster out to the softest setting of the four clicks of adjustment available. Kawasaki suggests running 80mm of race sag on the two bikes. Both bikes exhibited good control through the rough sections of the track and had good resistance to bottoming for our testers. Surprisingly, even a couple of 180- and 200-lb. riders who threw legs over the machines commented on both bikes' ability to fend off harsh impacts while bottoming (and there was plenty of bottoming going on). But most importantly, they had a great time on the bikes.

Basically, our young testers had no complaints. The shifting was very good, even under full power, and the clutch action was fade-free and offered a light pull. Both riders commented that the braking performance was up to par, offering good feel and power with minimal effort. Both testers agreed that the KXs offered a great deal of stability in high-speed, rough

(Above left) The increase in bottom-end and midrange performance was definitely noticed in soft corners like this, where the power came on smooth and strong. (Above) Our testers felt that the suspension on both the KX 80 and KX100 offered great performance, with a good resistance to harsh bottoming.

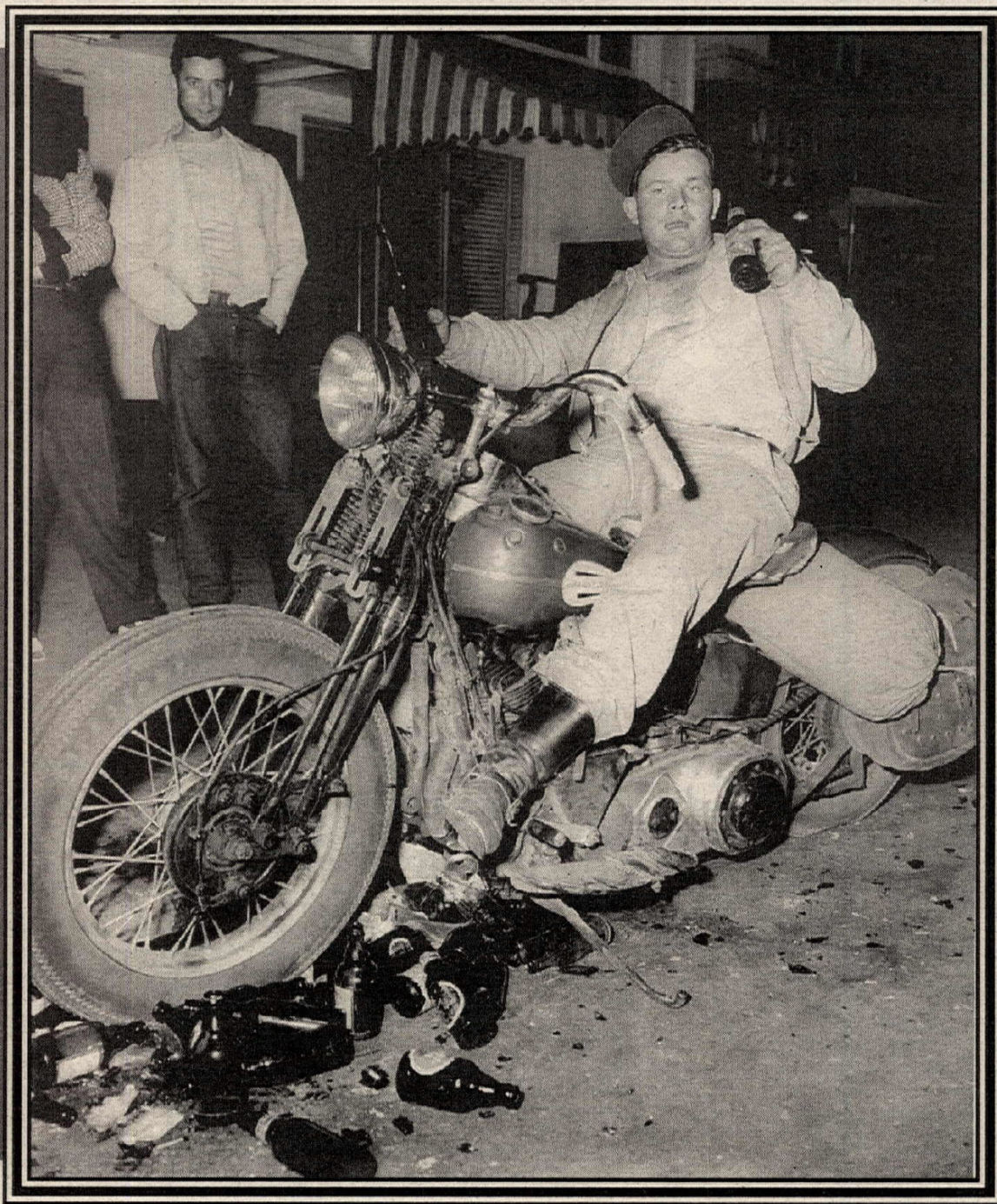
situations, and turned very well. Borkenhagen, who rides a Honda CR80, even went so far as to say that the KX turned easier than his red bike - which is surprising, since Hondas are known for their razor-sharp handling. Both bikes had excellent fit and finish and, ergonomically speaking, our testers fit well and adapted to the bikes quite easily.

Kawasaki has definitely upped the ante in the Mini class when they redesigned and released their 1998 KX80 and KX100. Undoubtedly, the addition of the KIPS power-valve system to these two bikes and the inverted forks to the 80 are the highlights of the numerous changes. Sure, there are plenty of Intermediate and Expert racers out there that can and will improve their lap times with the improved bottom-end and midrange power provided by the KIPS system and other motor changes, but it will be the Beginner and Novice riders who will appreciate these changes the most as their skills and lap times improve with each ride. Let's put it this way: Both of our young testers on hand that day were tugging on dear old Dad's shirt, wanting a green bike in their garage this year.

A day with The Wild One

On the Fourth of July weekend, 4000 members of a motorcycle club roared into Hollister, California, for a three-day convention. They quickly tired of ordinary motorcycle thrills and turned to more exciting stunts. Racing their vehicles down the main street and through traffic lights, they rammed into restaurants and bars, breaking furniture and mirrors. Some rested by the curb (right). Others hardly paused. Police arrested many for drunkenness and indecent exposure but could not restore order. Finally, after two days, the cyclists left with a brazen explanation: "We like to show off. It's just a lot of fun." But Hollister's police chief took a different view. Wailed he, "It was just one hell of a mess."

Life magazine
1947

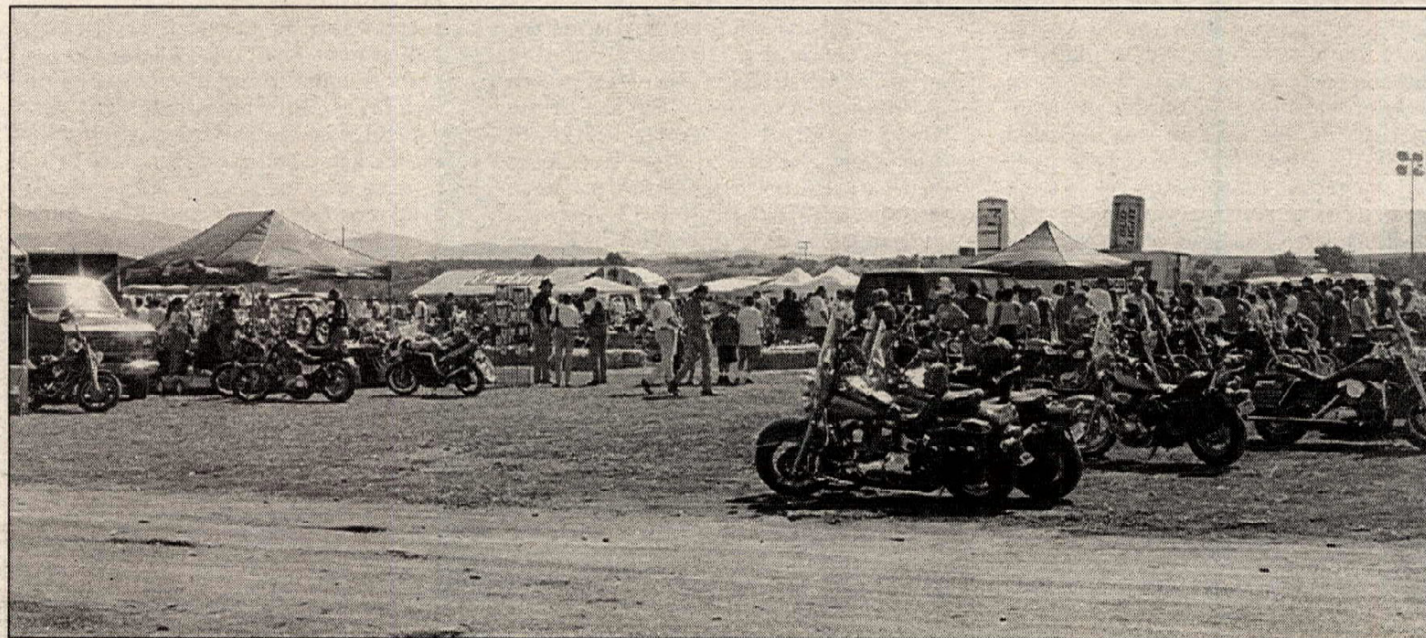


SAN FRANCISCO CHRONICLE

By Scott Rousseau

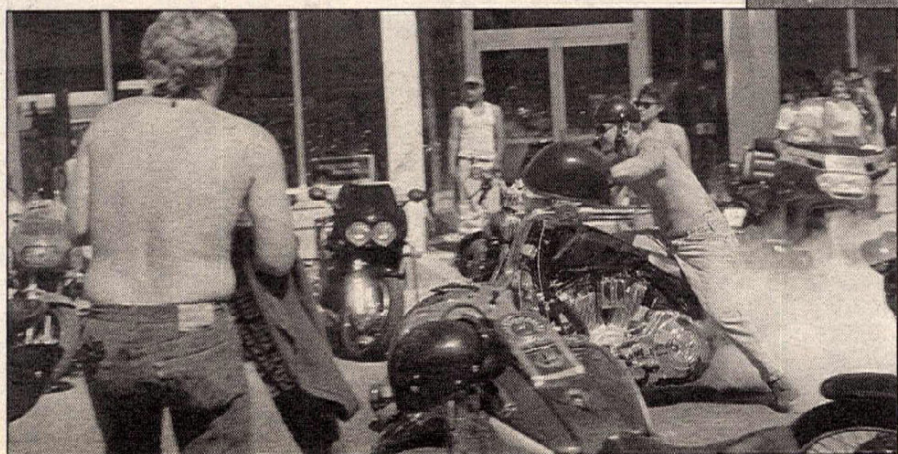
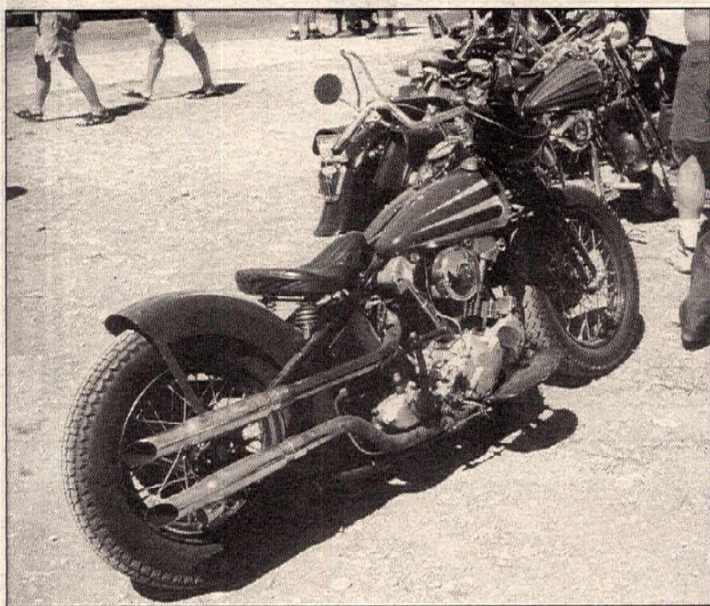
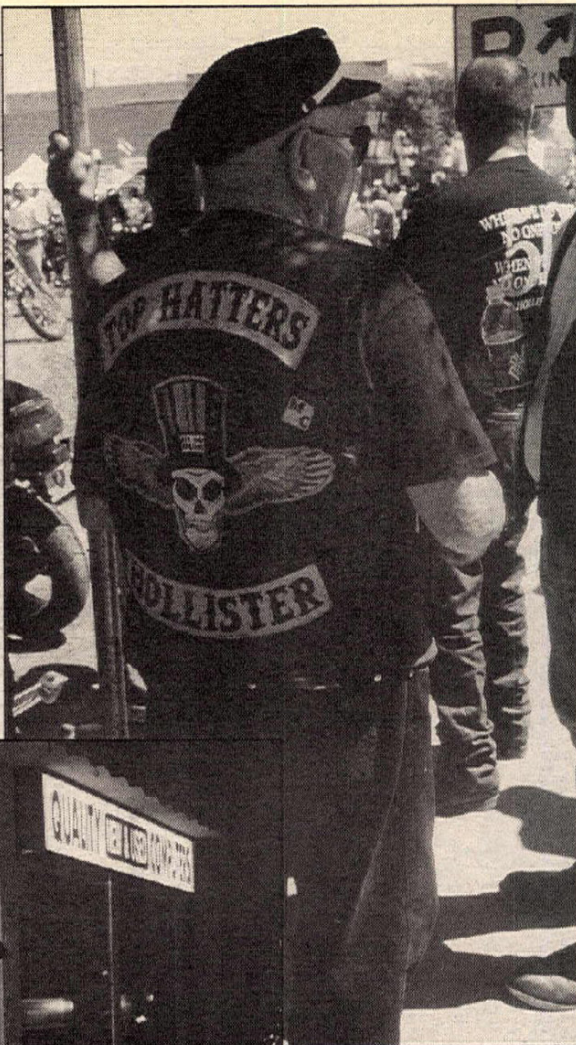
It was a mortal blow to motorcycling's image, the preceding story, which appeared - along with the above picture of "drunken biker Dave" from the Tulare Raiders in all its stunning glory - on page 31 of the July 21, 1947 issue of *Life*. Much investigation has revealed that the story was an exaggeration and the photo was staged, but it doesn't really matter now. Perception is reality, and after the 1947 Gypsy Tour rally and races in Hollister, California, the reality was that motorcycles were cursed contraptions, and motorcycle riders were no-good, beer-swilling hell-raisers out to have a good time at all costs.

That image has been slow in changing, and is nothing that I'd want to be associated with, yet as the 50th anniversary of one of motorcycling's blackest days loomed ahead on the



event calendar, I couldn't help but want to be there for the "reunion" that was scheduled to take place in the streets of Hollister. I'd been to the other big rallies - I've seen Sturgis and Daytona twice - but like a moth to a flame, I was drawn to this one. Sad, really, because I simply was not impressed with the fact that the motorcycling community - with the full support of the aftermarket custom industry - was effectively gearing up to celebrate the misdeeds that took place at Hollister. But I went anyway. Why? I was looking for trouble.

Thoughts flashed through my mind as I headed south out of Gilroy, female companion and a boatload of camera



Hollister 50th Anniversary Motorcycle Rally

gear on board the perfect machine for the "job" - Harley-Davidson Motor Company had graciously loaned us a 1997 Heritage Softail Springer. As its pleasant and familiar V-twin drone carried us down historic Highway 25 and into what might well be a Fourth of July in hell, I realized that those thoughts were actually echoes, voices of people that I'd heard throughout my life. It was as if my subconscious was already arguing out the events that I might see before I saw them. "Those

continued to inch forward, we came to the only wet section of road on an otherwise dry and blisteringly hot summer day. It was watered for a purpose.

"Dude, light it up," yelled an anonymous voice on the curb.

"Dude, 36 horsepower," came my reply.

Then from behind me came a thunderous roar, and the fragrant waft of vulcanized rubber permeated my septum as the crowd whooped its approval. Yep, this place was a heart

photo was put up. There were some scuffles, you know, but it was nothing like 'The Wild One.'"

"Those scenes from that Marlon Brando movie weren't even from here," Jess Bravo said. "They were from someplace else."

Perusing the crowd and watching the endless sea of chrome and steel that rolled in waves down San Benito Street, the two brothers said they could see in it an evolution through the past 50 years - both in the people and the

machinery that were revisiting their turf.

"It's a lot tamer now," Frank Bravo said. "People are more mature. We were just kids then. There weren't as many people as this, that's for sure. Back then there were maybe 10,000."

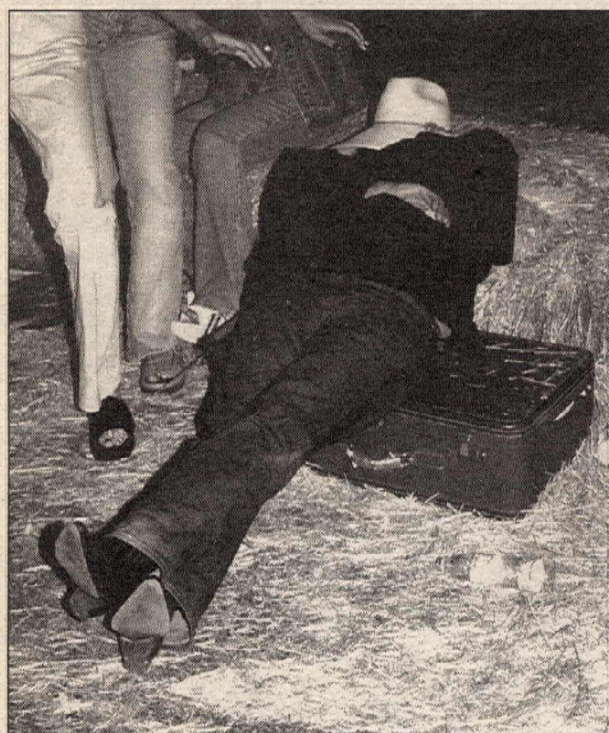
"There were a lot of rat bikes back then," Jess Bravo said in agreement. "Now there's a lot of really nice ones. There's a lot of doctors and lawyers riding nowadays."

Both were nonetheless happy to see the return of the motorcycles.

"We're happy to see this," Frank Bravo said. "We both still ride. I've got a '90 Springer and Jess has a '92 Springer. I've just been riding again the past six years. I took a little time off to raise a family."

Even more happy were the owners of the local businesses that elected to remain open during the weekend. One of them, Johnny's Bar and Grill, was the very same site where *Life* magazine shot our pal Dave in action. Johnny's owner, Charisse Tyson, said that there was no such trouble this time around. And business was going good.

"I did probably 20 times (the business) what I would have normally done," Tyson said. "It was wonderful, the people were wonderful. They've all said that they're going to come back. If they do, then we'll be in pretty good



who ignore the past are condemned to repeat it"; "Ignorance is bliss"; "Enjoy your youth, because one day it will be gone"; "I may get older but I refuse to grow up"; "Show me your tits..."

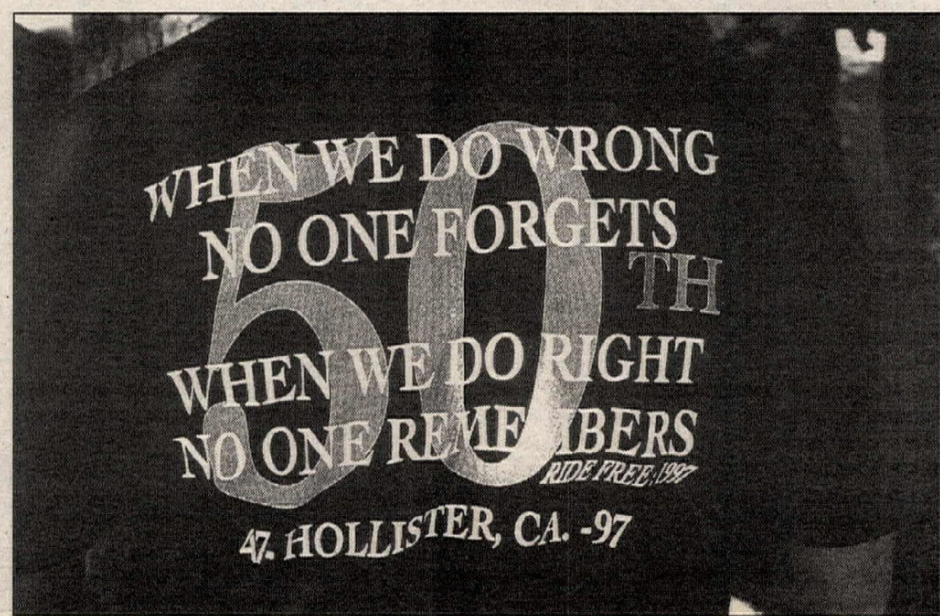
That one quickly cleared my head, and I realized it wasn't a thought but rather one of the first signs we saw (held by a pedestrian, of course) as we downshifted on San Benito Street and then slowed to a crawl, passing the roadblocks that locked out the four-wheeled traffic and let the two-wheelers on through and into the heart of downtown Hollister. Once we did, we were swallowed up by a swarm of people who parted like the Red Sea and let us enter the domain.

There were motorcycles, and people on motorcycles and people without motorcycles parked and standing everywhere, clogging up the arteries that were the streets of Hollister. As we

attack waiting to happen. We rolled on, then we stopped and talked to a few people. Nobody seemed to be rioting - yet - so it appeared safe to do so.

Rather than shut themselves in for fear of the oncoming horde, the locals - many of them motorcyclists - came out in droves to take in the spectacle. Cruising the sidewalk, we came upon a few good ol' boys decked out in the vests of the Top Hatters MC, the local hawg crew. Frank and Jess Bravo of Hollister were among them. Upon making their acquaintance, we learned that both of the brothers - Frank, 75, and Jess, 77 - also carried the distinction of having been in downtown Hollister during those infamous nights 50 years ago. And, like many locals, they refuted the notion that the '47 rally was an out-of-hand riot.

"There wasn't much truth to that; it was crap," Frank Bravo said. "That



shape. I'll need to have more help. I wasn't quite prepared for the amount of people that I had."

Lesley Gourvitch, another Hollister resident, braved the daytime heat at one of the many T-shirt booths downtown and sold about 2000 official Hollister Rally shirts per day at \$15 a pop. She reported little in the way of trouble with the crowd.

"None whatsoever," Gourvitch said. "If anything, they've gone out of their way to be nice."

But Hollister wasn't just about the locals. The custom-motorcycle business had come to prove its worth as a billion-dollar industry, to prove that motorcycling had grown up. Custom-seat magnate Mike Corbin, one of the rally's main organizers, had arranged for a trade show and concert on the grounds near the airport. Every big name in the custom-and-performance game was on hand. Corbin, Performance Machine, Nempco, Drag Specialties, Arlen Ness and Simms, just to name a few, were on the grounds, displaying their wares to consumers. Specialty publications like American Rider, Hot Rod Bikes and Hot Bike all vied to attract new readers. Custom-motorcycle kingpin Harley-Davidson did not have a display, but several knockoffs - such as American Eagle Motorcycle Company and Titan Motorcycles and CMA - did. Also, Japanese OEM Yamaha had a huge display and was pushing its Royal Star line with vigor.

"The response was very good," Yamaha sales promotion manager Kim Jerman said. "We were very well-received. We were giving demo rides and we had six or seven custom Royal Stars in the tent. The tent was always busy. There were a lot of people coming in who were interested in riding the bike and were learning about it for the first time. I've worked with a lot of event promoters in the past, and this event, for its first time, was very well-organized, as far as rallies go. It was very professional."

Overall, Corbin was pleased with his efforts.

"We've gotten it off and running," Corbin said. "It took a lot of effort to get the 50th anniversary going. Everyone was apprehensive. But now it's here to stay. It will be an annual event."

Night fell on the Fourth of July, and the streets remained alive with the flash of fireworks, the blast of firecrackers and hot V-twins. On the sidewalks, behind the crowds, the local police and San Benito County marshalls hung out in full riot gear, perhaps expecting the worst. They never stepped off the curb. In fact, few arrests were made all weekend.

The bottom line? The facts are these: Some 35,000 people attended the 50th anniversary Hollister motorcycle rally, enjoying events like the trade show and concerts, as well as drag races and a hillclimb in nearby Bolado Park. The event had a tremendous economic impact on the city and the surrounding areas, though nobody is sure how much yet, because the city clerk's office hasn't finished counting all the dough. Some people were arrested, and most weren't. When all was said and done, they disbanded peacefully and went back to their lives. I had come looking for trouble in Hollister. The only trouble was, I didn't find any.

"Drunken biker Dave" might be disappointed, but the motorcycle industry, and motorcyclists everywhere, should be proud.

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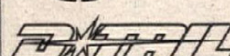
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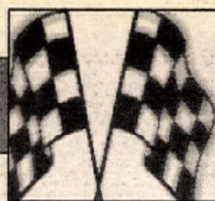
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Watts takes Trask



Australian Shane Watts survived the rain and mud to win the National Reliability Enduro Series finale in McMinnville, Oregon.

By Steve Berkner
Photo by Jay Chittenden

MCMINNVILLE, OR, JUNE 21-22

KTM's Shane Watts took home all the marbles at the National Reliability Enduro Series finale in Oregon. The 24-year-old Australian dominated the Trask two-day reliability enduro by winning seven of the event's eight special tests en route to winning the event's overall victory and claiming the series Lightweight (0 to 125cc) Two-Stroke Championship.

"Right now, I'm just real happy to have done so well in your (U.S.) Qualifier Series," Watts said. "I came here a few weeks ago to do some promotional riding for KTM and I leave here with the number-one plate. KTM and I are really stoked."

"It really was a no-pressure thing for me," Watts added. "I had a couple of weeks off from the World Enduro Series, and KTM and I thought I should spend it in America. I just went out and rode my kind of race."

Watts presently leads the 1997 World Enduro Series in the 125cc class.

Finishing second through fifth behind Watts were Chris Smith, Scott Summers, Jason Dahners and Randy Hawkins, in that order.

Smith and Hawkins rode in the Lightweight Two-Stroke class with Watts. Dahners took home National Championship honors in the Heavyweight (175cc to Open) Two-Stroke class, while Summers did the same in the Heavyweight (401cc to Open) Four-Stroke class. Visiting Italian Luca Trussardi won the Lightweight (0 to 400cc) Four-Stroke-class championship with a seventh overall at Oregon. Alan Deyo won the Senior-class championship with a 21st overall finish.

Even though Watts' scores didn't seem to surprise the competition - he's dominated the last half of the ISDE Qualifier Series, going three for three since arriving in the United States six weeks ago - the real story concerned the torrential rains that turned the event into a survival run for most.

"The rains just kept coming and never seemed to let up," Watts said. "On Saturday, it seemed to rain constantly. The trail conditions weren't that

bad up front for the 125s, but I'm sure things got worse the further back you rode."

Fellow 125cc rider Smith concurred. "On Saturday, it was plenty slippery," Smith said, "and being overaggressive cost you, but everything was rideable - although by the time the B riders got out on the course, things had gotten really bad."

Bad enough for the event's promoters to shorten day one by calling it quits at the end of the first of two scheduled 74-mile loops. "The rain just seemed to come down in buckets," event coordinator Bill Rush explained. "After the first few riders rode through, the trail conditions started to deteriorate rapidly. We eventually had to cut it short at the end of the first loop, right at check seven. All of the top riders made it without too many problems, but most of the B and C riders were houring out before they reached check two. I'm sure the LOI riders could have gone for the second loop, but they would've been headed for nothing but major bottlenecks. We already had three tests in, so it made sense to call the day short."

For the record, Watts won all of the special tests for the rain-shortened day, amassing a 38-second lead over Smith, who finished second. Trussardi finished third, 63 seconds back.

Trussardi, speaking through an interpreter, said, "With the rain and mud, I really thought I had a chance to win. Especially riding a (small) four-stroke. So I rode very fast and concentrated hard. But I had to take many chances, especially in some of the tighter sections of the terrain tests."

Trussardi's sentiments were echoed by many of the riders, including Hawkins, who said, "To set the fastest test times (in these kinds of muddy conditions), it means pushing it and taking lots of chances. We're still trying to get the suspension dialed in on my 125 and I'll have to admit we didn't have it right here. When that happens, your confidence level goes way down. We've still got a lot of other races to worry about this year, along with Six Days, and it's just not worth risking injury."

Hawkins finished the day in fourth place overall, 64 seconds behind Watts.

Dahners started the day with a good, solid effort, tying Smith for second place during the first terrain test, but disaster struck during the second test.

"I caught Brian Garrahan during the test and thought, 'Oh, what a feeling,' and then all of a sudden my throttle cable broke," Dahners said. "I thought, 'Oh, what not a feeling.' But I was able to finish the test by running the throttle cable with my thumb and forefinger."

Dahners' extra efforts kept him in the hunt for the Heavyweight Two-Stroke-class win, even though he fell off Watts' test-winning time by more than 73 seconds.

Dahners was able to fix the problem, and went out and set the second-fastest time in the final special test of the day. Amazingly, he finished eighth overall out of the 67-LOI-rider field.

Even though the rains continued off and on through the night, day two's trail conditions were better-suited for a

wet event. "Day two's course was entirely different than day one's, and that made the difference," Rush said. "The terrain there is firmer and holds up to traffic better. We moved the start (back) one hour to give the course a chance to dry out a little. We also did some rerouting to get the riders around the potential trouble spots. Fortunately, we were able to run the two planned 70-mile loops with the planned 14 checks and five special tests."

Day two went much the same way for Watts, except for the first test - a grass track right at the start. Watts gave up fastest honors to Smith. Watts said, "I always try to start the first test of the day by taking it easy and just trying to turn in a good score. There's plenty of tests ahead to make up anything you might give up."

Watts finished second, giving up 14 seconds to Smith, who tallied a 117-second test.

"I guess I just had that test dialed," Smith said. "With day one being called short, I had plenty of time to walk the test. I studied it closely and just went for it. I wish the rest of my tests for the day would have gone that well, but I had trouble. I fell down in the second terrain test and fell again during the final motocross."

"Riding against Shane during these last couple of qualifiers has actually been good for me," Smith added. "Sure, I'm bummed a little that I basically finished second behind him, but he's such a good rider. Presently he's the best in the world, and finishing second to him is pretty good company."

"Finishing behind Shane is no big deal," Hawkins agreed. "This year the 125cc class has become the premier class in the qualifier series. We're still figuring out a few things and literally haven't had enough time on the 125 to get it right yet. But having Shane here has shown Chris and I what level we have to compete up to at Six Days."

Dahners continued his struggle back to the top of the Heavyweight Two-Stroke-class leaderboard. "I knew I had 18 seconds to make up on David (Lykke, to take the class win)," Dahners said. "So I just concentrated on being smooth, and it paid off."

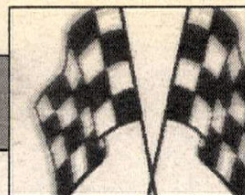
Dahners overtook Lykke and bested him by 66 seconds for the day to secure his class championship.

Trussardi held on as well. "After taking a lot of chances (yesterday), I decided to just ride hard and try to finish," he said. "This was a very important race for me. I came here this year to try racing in America, and winning a National class championship is a big accomplishment for me. I didn't want to throw away my chances of winning by not finishing, so I rode (day two) to save the bike and just finish."

On day two, Summers moved up from fifth overall to third overall. "I fell on a couple of tests here, one on each day," Summers said. "I guess I'm just trying too hard to set the pace. My type of racing, especially in the GNCC series, is usually to feel out the terrain for a couple of laps and ride with the other top riders before putting the hammer down. I'm basically a control freak, and I like knowing what's around the next corner."

**National Reliability Enduro Series
McMinnville, Oregon
Results: June 21-22, 1997**

O/A: 1. Shane Watts (KTM); 2. Chris Smith (TM); 3. Scott Summers (Hon); 4. Jason Dahners (KTM); 5. Randy Hawkins (Yam); 6. David Lykke (Hon); 7. Luca Trussardi (Hon); 8. Kevin Hines (CRE); 9. Brian Garrahan (KTM); 10. Eric Kohler (Yam).



McLevy victorious in Vermont



(Left) Josh McLevy topped the NETRA Central Vermont Hare Scrambles. (Right) Tom Norton was leading before he ran out of gas just short of the finish line. (Below) Drew Carpenter won the Junior class.



By Cheri Alix
Photos by Paul Clipper

CHELSEA, VT, JULY 6

For KTM's Tom Norton, the AMA/NETRA Central Vermont Hare Scrambles was an eighth of a mile too long. While maintaining a slim lead over Manchester's Josh McLevy, and with the checkered flag almost in sight, Norton's thirsty KTM came to an untimely stop when his gas tank ran dry. After Norton coasted to a stop, McLevy rode past and garnered his fifth win of the NETRA Hare Scrambles Series.

Upon crossing the finish line, McLevy turned around and hauled some gas out to Norton so he could finish the race - which Norton did, but not before Yamaha rider Todd Levesque and CRE-mounted Jason Cayer rode by, taking hold of the second- and third-place positions, respectively. Norton had to settle for fourth.

Twelve AA riders lined up for the start. The starting line was only 15 feet long before they had to take a sharp right and then a left before heading down a 45-degree embankment into the dense, dark woods. When the flag dropped, it was Kawasaki's Patrick Timothy getting the holeshot, followed by Levesque. Cayer took a straight line through the third turn, moving himself ahead of half the pack before hitting a stump and crashing into the woods, putting him into last place.

At the first river crossing, about five riders went through the river instead of over it on a bridge - all of them got stuck. This allowed Norton and McLevy, who were both at the back of the pack, to move up. The 12 riders were

able to stay within seconds of each other until the second hillclimb.

"When we came to the nasty hill, everyone went high to the right," McLevy said. "I walked the section earlier and knew to go to the left. I passed everyone except Jerry Randall and Levesque."

Norton also knew to take the left line, but as he did, another rider went for the same line but ended up bouncing off a few trees, taking Norton to the end of the line.

By now, Levesque was way out in front and had no intention of letting up. At the end of the first lap, Levesque had a 35-second lead over McLevy. Cayer had moved up into third place but was still down about 30 seconds. Norton was now into fourth place but was still two minutes behind Levesque. Fifth place was an all-out battle involving Brian Tucker, Patrick Timothy and Ken Law.

Expert 250cc riders Kris Mooney, Wes Clarke and Charles Timothy were already pushing into the top 10. With adjusted time, Mooney was actually in fifth place overall, with Clarke in sixth. Clarke unfortunately would have to call it a day on the second lap due to a broken fuel line.

As the second lap began to unfold, the top four riders just pulled away from the pack. Levesque still held the lead, but McLevy was closing in. Norton was also pushing hard. At the end of the second lap, McLevy was only 12 seconds behind Levesque. Norton was now in third place, down only 20 seconds.

About four miles into the third and final lap, Norton was right behind McLevy. McLevy held him off and the two just pushed it until they caught Levesque. Levesque, who had bent his brake disc on the previous lap, had no back brake and just couldn't hold the two off. About halfway into the final lap, Levesque lost his sure win.

Norton and McLevy both passed Levesque, with Norton taking over the lead. McLevy hung with Norton for about a mile before Norton pulled away. But this just wouldn't be Norton's race. About an eighth of a mile from the end, Norton's bike ran out of gas.

"I would have pushed it, but the only problem was the 100-foot climb through all the fields," Norton said. "I don't know why it ran out. Either it's a gas hog, using four gallons in 37.5 miles, or the floats are set wrong."

McLevy went on to take the win, with almost two minutes on Levesque. Cayer took third place, down another two minutes; Norton salvaged fourth after McLevy rode back with gas.

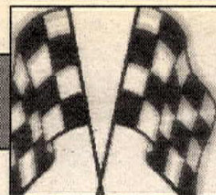
Patrick Timothy edged out Tucker and Mooney for fifth place overall. Tucker took sixth for the day, with

Mooney finishing seventh overall and taking the Expert-class High Point.

The Amateur 200cc High Point went to Amate 200cc rider Jim Senecal. Senecal also beat out all the Expert 200cc riders except for the Expert-class winner, Denny Anderson.

Central Vermont Hare Scrambles Chelsea, Vermont Results: July 6, 1997

- GRAND CHAMPION: Josh McLevy (Hon).
O/A A: Kris Mooney (Yam).
O/A B: Jim Senecal (Yam).
O/A C: Nate Kanney (Yam).
AA: 1. Todd Levesque (Yam); 2. Jason Cayer (CRE); 3. Tom Norton (KTM); 4. Patrick Timothy (Kaw); 5. Brian Tucker (KTM).
125 C: 1. Brian Sebben (Yam); 2. Jason Ruotolo (Hon); 3. Jim Taylor (Hon); 4. Michael Bushey (Suz); 5. Brian Piro (Kaw).
200 A: 1. Denny Anderson (Kaw); 2. Brett Costello (Yam); 3. Derek Carpenter (Suz).
200 B: 1. David Bradley (Yam); 2. Drew Carpenter (Suz); 3. Jesse Berthiaume (Yam); 4. Scott Harwood (Hon); 5. Garson Smith (Kaw).
200 C: 1. Charles Geroux Jr. (Kaw); 2. Ryan Jump (Kaw); 3. Richard Lessard (Kaw); 4. Richard Merrill (Kaw); 5. Keith Roberts (Kaw).
250 A: 1. Charles Timothy (Hon); 2. Brian O'Neil (Kaw); 3. Brooks Hamilton (Yam); 4. Dave Simcock (CRE).
250 B: 1. Scott Robertson (Hon); 2. James Bourdon (Yam); 3. Chad Richardson (Yam); 4. Gordon Mullavey (Hon); 5. Everett Maynard Jr. (Kaw).
250 C: 1. Eric Hurley (Hon); 2. Scott Tatrow (Hon); 3. Luke Dawson (Yam); 4. Peter Gardner (KTM); 5. Chris Chase (Suz).
VET A: 1. Ray Hoard (Yam); 2. Michael Pydych (Yam); 3. Ernie Murray (Hon); 4. Scott Raymond (Kaw); 5. Kenneth Held (Hon).
VET B: 1. Eric Reinhard (KTM); 2. Art Randolph (Yam); 3. Michael Knight (KTM).
VET C: 1. Mitch Fogg (KTM); 2. David Harris (KTM); 3. Steven Poplasky (Hon); 4. James Menard (Yam).
OPEN A: 1. Ken Valentine (KTM); 2. Jim Simcock (KTM); 3. Roger Billharz (KTM).
OPEN B: 1. Dan Salomone; 2. Chris Cramer (Hon); 3. Chris Panzella (Hon); 4. John Brown (KTM).
OPEN C: 1. Lorne Goralnik (Hon); 2. J.J. Sullivan (Hon); 3. David Yarosis (KTM).
4-STRK A: 1. Jerry Shinnars (Kaw).
4-STRK B: 1. Gus Bender (Hon); 2. Jonathan Thompson (Hon).
4-STRK C: 1. Charles Morin (Hon); 2. Jim Walsh (Hon); 3. James Robertson (Hon); 4. Mike MacRitchie (Hon).
SR A: 1. Jim Smith (CRE); 2. Joel Lepley (Suz); 3. Steve Formanek (Kaw).
SR B: 1. Robert Foster (Hon); 2. Robert Young (KTM).
SR C: 1. Mark Jolley (Kaw); 2. Paul Dyer (ATK).
WMN: 1. Heidi Landon (Kaw); 2. Sally Haber (Kaw); 3. Stephanie Hoard (Yam); 4. Susan LaFlamme (Kaw); 5. Dawn Shayer (Hon).
MINI: 1. Robert Rowe (Kaw); 2. Brian Choquette (Hon); 3. John Moore (Yam); 4. Robert Langenback (Yam); 5. Paul Dellagheffa (Hon).
JR: 1. Drew Carpenter (Suz); 2. Brian Sebben (Yam); 3. Nate Kanney (Yam); 4. Joe Senecal (Yam); 5. Mike Peristere (Yam).



West vs. East at Team Green Youth Nationals



(Left) Shane Bess (34) gets a little sideways en route to the 80cc (12-13) class championship at the Team Green Youth Nationals at Perris Raceway in California. (Above) Billy Payne was the top 125cc Intermediate rider.

By Tony Alessi

PERRIS, CA, JULY 5-6

Billy Payne, Sean Collier, Shane Bess and Mike Alessi took aim and pulled the trigger on the competition en route to class victories in the Team Green Youth Nationals at Perris Raceway.

Goat Breker and Team Green's Ron Heben teamed up again - not as rider and mechanic this time, but as race promoter and race-team manager. A few years back, the two formulated the idea of a West Coast Amateur National, an idea that evolved into a tradition where East Coast riders come out to battle the West Coast riders.

The two-day event ran multiple classes and age divisions, testing the racer's skills in both motocross and supercross. Points were earned in each moto and, after all motos were run, the points were tallied to determine the Youth-class champions.

Team Green's Payne was the weekend's top 125cc Intermediate racer after powering his Kawasaki to the championship in the 125cc Stock and Modified Intermediate divisions.

Payne pulled the holeshot in almost every moto.

However, South African champ Michael Constantinou kept Payne honest by applying the pressure in every moto; but in the end, Payne posted five moto wins out of eight. Constantinou recorded runner-up honors, while third went to Mike Diloretto.

Collier came out on top in both the 80cc (7-11) and 60cc (9-11) divisions after a weekend of close racing with the likes of Josh Grant and Scott Simon. Collier's consistent rides put him out front

of the 60cc division, but Grant was king of the Stock division after he won each moto both Saturday and Sunday. Collier looked at home on his KX80 as he won six out of the eight motos he entered en route to his class championships. Collier, however, was shot down by Simon in the Stock 7-11 division on Saturday, after Simon used a pair of second-place finishes to secure the day's win over Collier (1-3) and Grant (6-1).

Team Suzuki's Bess topped the charts in the 12-13 division, even though his weekend started out on the rocky side with a couple of crashes in a single moto. Bess came across the line a distant 10th in that race, behind moto winner Team Green's Dayton Beavers, but Bess didn't lose faith in himself: He returned to win six of the remaining eight motos he entered to capture a Youth title of his own and a new GT bicycle.

Alessi was the rider to beat in the 60cc (4-8) and 50cc (7-8) classes. He won both divisions last year but was, once again, put to the task of competing in 16 motos during the weekend. When all was said and done, Alessi recorded 14 moto wins out of 16 and earned a pair of second-place finishes to Arizona's Dennis Jonon.

**Perris Raceway
Perris, California
Results: July 5-6, 1997**

Saturday (motocross)

50 BEG (7-8): 1. Albert Estergard (Cob);
50 STK (4-6): 1. Bruce Rutherford (Cob); 2. Matthew Sani (KTM); 3. Kyle Smith (KTM); 4. David Meade (Cob).
50 MOD (4-6): 1. Bruce Rutherford (Cob); 2. Matthew Sani (KTM); 3. Kyle Smith (KTM); 4. David Meade (Cob).
50 STK (7-8): 1. Mike Alessi (KTM); 2. Ryan Ferris (Lem); 3. Jeremy Johnson (Act); 4. A.J. Kuschatka (Cob); 5. Mike Meade (Cob).
50 MOD (7-8): 1. Mike Alessi (KTM); 2. Ryan Ferris (Lem); 3. Jeremy Johnson (Act); 4. A.J. Kuschatka (Cob); 5. Mike Meade (Cob).

S/P/W (6-9): 1. Dan Estergard (Cob); 2. Brett Downey (Act); 3. Jake Hulett (Lem).

60 BEG (7-9): 1. Jonathan Arana (Kaw); 2. B.J. Kuntz (Kaw); 3. Weston Peick (Kaw); 4. Mike Perry (Kaw); 5. Brian Hiner (Kaw).

60 BEG (9-11): 1. Dan Estergard (Kaw); 2. Austin White (Kaw).

60 STK (4-6): 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Edward Herring (Kaw); 4. Jeff Alessi (Kaw); 5. Jeff Loop (Kaw).

60 MOD (4-6): 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Edward Herring (Kaw); 4. Jeff Alessi (Kaw); 5. Jeff Loop (Kaw).

60 STK (9-11): 1. Joshua Grant (Kaw); 2. Sean Collier (Kaw); 3. Kelly Tedder (Kaw); 4. Daniel Sani (Kaw); 5. Paul Percy (Kaw).

60 MOD (9-11): 1. Sean Collier (Kaw); 2. Kelly Tedder (Kaw); 3. Daniel Sani (Kaw); 4. Justin Workman (Kaw); 5. Paul Percy (Kaw).

80 BEG (7-11): 1. Steve Forsythe (Hon); 2. Sean Shelton (Hon); 3. Dallas Peick (Hon); 4. Justin Yeast (Hon); 5. Jason Cuffel (Kaw).

80 BEG (12-13): 1. Brian Melsheimer (Yam); 2. Daniel Nelson (Hon); 3. Chris Thorpe (Suz); 4. Ian Kuschatka (Hon); 5. Brian Shugart (Suz).

80 STK (7-11): 1. Scott Simon (Suz); 2. Sean Collier (Kaw); 3. Josh Grant (Hon); 4. Dylan Miles (Yam); 5. Brent Line (Yam).

80 MOD (7-11): 1. Sean Collier (Kaw); 2. Scott Simon (Suz); 3. Vincent Blair (Kaw); 4. Kevin Hunter (Yam); 5. Josh Grant (Hon).

80 STK (12-13): 1. Shane Bess (Suz); 2. Dylan Lord (Kaw); 3. Josh Moraine (Kaw); 4. Jason Ciarletta (Yam); 5. Billy Swapp (Suz).

80 MOD (12-13): 1. Josh Moraine (Kaw); 2. Dylan Lord (Kaw); 3. Ross Garcia (Yam); 4. Daton Beavers (Kaw); 5. Shane Bess (Suz).

80 STK (14-16): 1. Sean Hamblin (Yam); 2. Daniel Blair (Hon); 3. Billy Laninovich (Yam); 4. Jonathan Shimp (Yam).

80 MOD (14-16): 1. Sean Hamblin (Yam); 2. R.J. Thompson (Kaw); 3. Billy Laninovich (Yam); 4. Jonathan Shimp (Yam); 5. Dustin Miller (Yam).

S/MINI: 1. R.J. Thompson (Kaw); 2. Michael Young (Hon); 3. Josh Moraine (Kaw); 4. Billy Swapp (Suz); 5. Brandon Hoag (Hon).

SCHBY: 1. Billy Payne (Kaw); 2. Sean Hamblin (Yam); 3. Mike Camp (Kaw); 4. Jose Polasek (Hon); 5. Justin Boyd (Yam).

125 BEG: 1. Ricky Rogers (Suz); 2. Ryan Fedorow (Kaw); 3. Ryan Hamman (Hon); 4. Nick Davenport (Hon); 5. Tyler Prince (Kaw).

125 NOV: 1. Jim Kuntz (Yam); 2. Mike Camp (Kaw).

125 PRO: 1. David Hughes (Suz).

125 STK NOV (0-19): 1. Jake Elkins (Kaw); 2. Jason Ebel (Suz); 3. Brandon Reed (Suz); 4. Dayton Dunphys (Kaw); 5. Bryan Bruno (Yam).

125 MOD NOV (0-19): 1. Jake Elkins (Kaw); 2. Brandon Reed (Suz); 3. Dayton Dunphys (Kaw); 4. Jason Ebel (Suz); 5. Colter Anderson (Yam).

125 STK INT (0-19): 1. Michael Constantinou (Yam); 2. Billy Payne (Kaw); 3. Michael Diloretto

(Yam); 4. Bryan Jaramillo (Hon); 5. Dayton Dunphys (Yam).

125 MOD INT (0-19): 1. Billy Payne (Kaw); 2. Michael Constantinou (Yam); 3. Dusty Walters (Yam); 4. Jeremy Chaussee (Kaw); 5. Andreau Labrador (Yam).

250 BEG: 1. Lupe Aguayo (Kaw).

250 NOV: 1. Rex Peel (Yam).

250 INT: 1. Michael Collier (Kaw).

250 PRO: 1. Yoshi Atsuta (Hon); 2. Tohru Nakayama (Hon).

VET INT: 1. Jim Kuntz (Yam); 2. Doug Boyd (Hon).

Sunday (supercross)

50 BEG (7-8): 1. Albert Estergard (Cob).

50 STK (4-6): 1. Bruce Rutherford (Cob); 2. Matthew Sani (KTM); 3. Kyle Smith (KTM).

50 MOD (4-6): 1. Bruce Rutherford (Cob); 2. Matthew Sani (KTM); 3. Kyle Smith (KTM).

50 STK (7-8): 1. Mike Alessi (KTM); 2. Jeremy Johnson (Act); 3. Ryan Ferris (Lem).

50 MOD (7-8): 1. Mike Alessi (KTM); 2. Ryan Ferris (Lem); 3. Jeremy Johnson (Act).

S/P/W (6-9): 1. Dan Estergard (Cob).

60 BEG (4-6): 1. Mike Perry (Kaw); 2. Weston Peick (Kaw); 3. B.J. Kuntz (Kaw); 4. Kyle Jenkins (Kaw).

60 BEG (9-11): 1. Ryan Brown (Kaw); 2. Austin White (Kaw); 3. Brandon Hiner (Kaw).

60 STK (4-8): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Jeff Alessi (Kaw); 4. Jeff Loop (Kaw); 5. Dennis Jonon (Kaw).

60 MOD (4-8): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Jeff Alessi (Kaw); 4. Dennis Jonon (Kaw); 5. Jeff Loop (Kaw).

60 STK (9-11): 1. Joshua Grant (Kaw); 2. Sean Collier (Kaw); 3. Kelly Tedder (Kaw); 4. Daniel Sani (Kaw); 5. Justin Workman (Kaw).

60 MOD (9-11): 1. Sean Collier (Kaw); 2. Kelly Tedder (Kaw); 3. Paul Percy (Kaw); 4. Daniel Sani (Kaw); 5. Justin Workman (Kaw).

80 BEG (12-13): 1. Daniel Nelson (Hon); 2. Brian Melsheimer (Yam); 3. Brian Shugart (Suz).

80 BEG (14-16): 1. Tyler Prince (Kaw).

80 BEG (7-11): 1. Steve Forsythe (Hon); 2. Justin Yeast (Hon); 3. Sean Shelton (Hon); 4. Jason Cuffel (Kaw); 5. Dallas Peick (Hon).

80 STK (7-11): 1. Josh Grant (Hon); 2. Sean Collier (Kaw); 3. Scott Simon (Suz); 4. Dylan Miles (Yam); 5. Brent Line (Yam).

80 MOD (7-11): 1. Sean Collier (Kaw); 2. Josh Grant (Hon); 3. Dylan Miles (Yam); 4. Scott Simon (Suz); 5. Vincent Blair (Kaw).

80 STK (12-13): 1. Shane Bess (Suz); 2. Ross Garcia (Yam); 3. Dylan Lord (Kaw); 4. Josh Moraine (Kaw); 5. Daton Beavers (Kaw).

80 MOD (12-13): 1. Jason Ciarletta (Yam); 2. Josh Moraine (Kaw); 3. Dylan Lord (Kaw); 4. Billy Swapp (Suz); 5. Shane Bess (Suz).

80 STK (14-16): 1. Sean Hamblin (Yam); 2. Daniel Blair (Hon); 3. Billy Laninovich (Yam).

80 MOD (14-16): 1. Dustin Miller (Yam); 2. Daniel Blair (Hon); 3. R.J. Thompson (Kaw); 4. Sean Hamblin (Yam); 5. Billy Laninovich (Yam).

S/MINI (7-16): 1. Michael Young (Hon); 2. R.J. Thompson (Kaw).

SCHBY: 1. Billy Payne (Kaw); 2. Nathan Craig (Suz); 3. Mike Camp (Yam); 4. Sean Hamblin (Yam).

125 BEG: 1. Tyler Prince (Kaw); 2. Ryan Hamman (Hon); 3. Nick Davenport (Hon); 4. Ricky Rogers (Suz); 5. Kyle Orr (Yam).

125 NOV: 1. Jim Kuntz (Yam); 2. Mike Camp (Kaw); 3. Nick Uribe (Kaw); 4. Ryan Orr (Yam).

125 PRO: 1. David Hughes (Suz).

125 STK NOV (0-19): 1. Jason Ebel (Suz); 2. Jake Elkins (Kaw); 3. Brandon Reed (Suz); 4. Nathan Craig (Suz); 5. Bryan Bruno (Yam).

125 MOD NOV (0-19): 1. Jake Elkins (Kaw); 2. Jason Ebel (Suz); 3. Brandon Reed (Suz); 4. Colter Anderson (Yam); 5. Matt Armstrong (Yam).

125 STK INT (0-19): 1. Michael Constantinou (Yam); 2. Billy Payne (Kaw); 3. Mike Diloretto (Yam); 4. Bryan Jaramillo (Hon); 5. Dayton Dunphys (Yam).

125 MOD INT (0-19): 1. Billy Payne (Kaw); 2. Michael Constantinou (Yam); 3. Michael Collier (Kaw); 4. Dusty Walters (Yam); 5. Jeremy Chaussee (Kaw).

250 BEG: 1. Lupe Aguayo (Kaw).

250 NOV: 1. Rex Peel (Yam); 2. Akira Sunada (Yam); 3. Cameron Monfeldt (Suz).

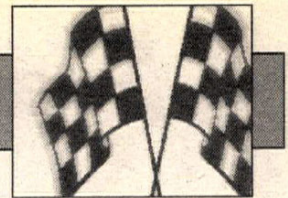
250 INT: 1. Michael Collier (Kaw).

250 PRO: 1. Takoshi Koikeda (Yam); 2. Yoshi Atsuta (Hon); 3. Tohru Nakayama (Hon).

VET BEG: 1. Ron Forsythe (Yam).

VET NOV: 1. Ronnie Brown (Kaw).

VET INT: 1. Jim Kuntz (Yam).



Beattie's the Pride of the Prairie

By Dave Hoenig
Photos by Flat Trak Fotos

DECATUR, IL, JUNE 22

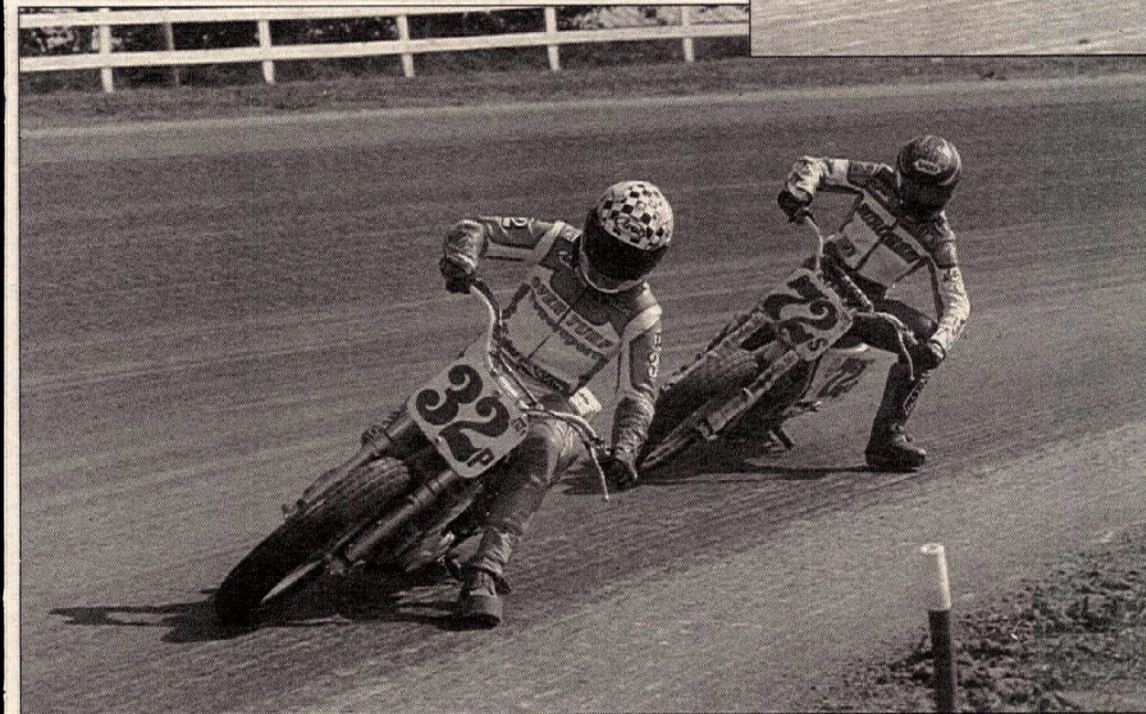
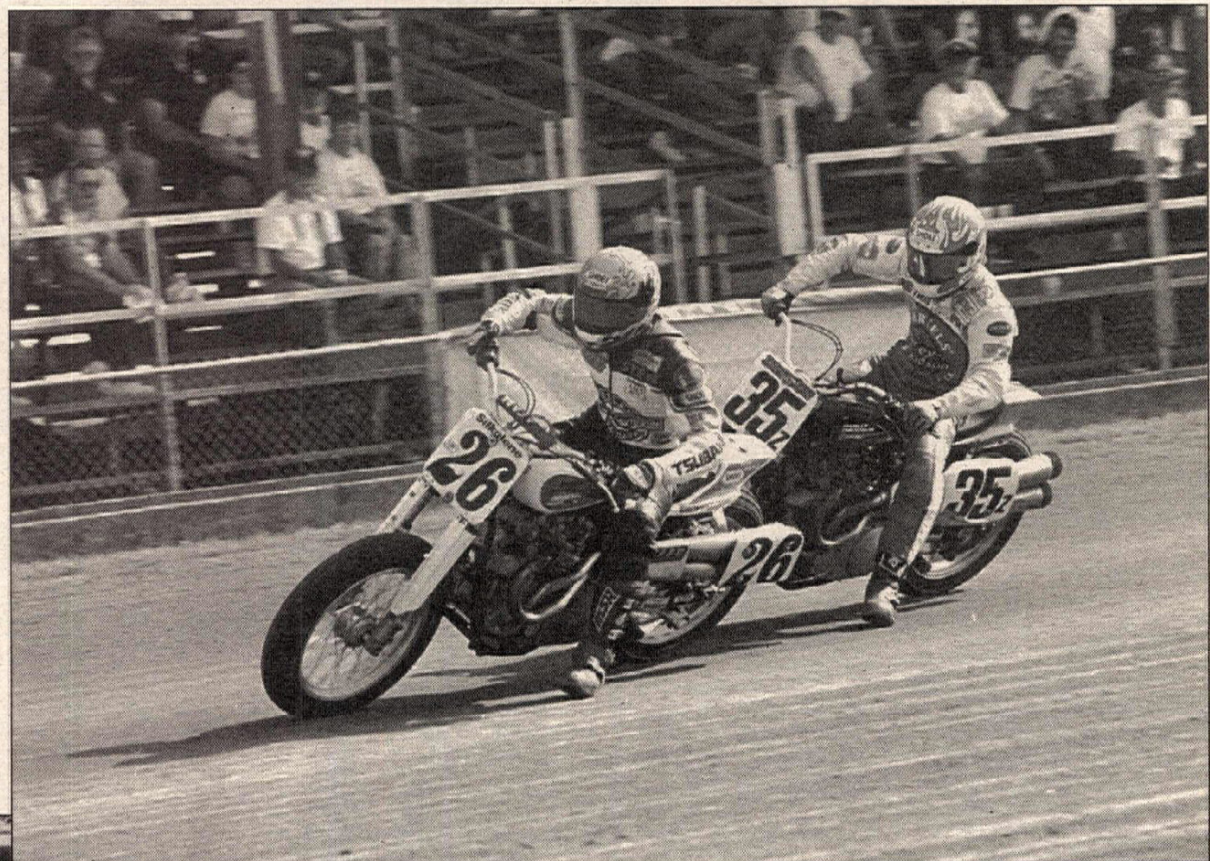
"Hot" was the operative word as a large field of competitors and a large turnout of spectators descended on the Macon County Fairgrounds for the American Motorcyclist Association's Hot Shoe Series.

High temperatures and humidity, along with a blazing sun, left no doubt that this was the first day of an Illinois summer.

Deeley Harley-Davidson's Steve Beattie stopped by on his way home to Canada from the Sedalia Grand National, and walked away with the lion's share of the purse money. Beattie pulled to a good lead after setting young California charger Johnny Murphree back to second.

The largest class and the day's final event was the 600cc Expert main. As he has done most everywhere in this series, Connecticut's Kenny Coolbeth put his W.E. LePage/Harley-Davidson of Missouri-backed Rotax into the winner's cir-

(Right) Steve Beattie (26) slipped past Johnny Murphree (35Z) to win the 750cc Expert class at the AMA National Hot Shoe Series event in Decatur, Illinois. (Below) Tim Eades (72S) followed local rider Brian Shirley (32P) for 11 of 12 laps before passing him for the victory in the 600cc Pro-Am final.



A good turnout of 600cc Pro-Ams required three heats to set the main lineup. Brian Shirley, Tim Eades and Donnie Steward were the winners. Shirley, being from Chatham, Illinois, was virtually on his home track, and he was in control of the 12-lap race for the first 11 laps. After 11 laps of constant pressure from Tim Eades, Shirley bailed off in turn one.

Eades rode to the red-flag/checkered-flag finish. Pennsylvanians Mike McKee and Tom McGrane moved up to second and third. Chris Huss, James Faulkner and Yuhiko Hirao battled well off the pace.

The 750cc Expert heat wins fell to Jim Sumner and Murphree. Rookie Expert Murphree rocketed off the line on his Bartel's Harley-Davidson-backed XR-750 and looked to have his first Expert main event win in hand. Despite being down by more than half a straight, Beattie ran Murphree down and took the lead on the seventh lap.

Murphree regrouped and stayed close for a couple of laps, but Beattie finally pulled free. Sumner held down third in a close battle with Scott Stump and Paul Lynch. Sumner's slip off the groove doomed him to fifth as both Stump and Lynch flew by. Stump then held Lynch at bay the final four laps for third.

The biggest class and the final event of the day was the 600cc Expert race. It required four heats and two semis to set

the main lineup. Heat winners were Joe Kopp, Charlie Orr, Ken Coolbeth and Garth Bastian. The semis went to Lonnie Pauley and Dan Stanley.

The 12-rider main thundered into turn one, led by Orr, Coolbeth, Tresser and Willie McCoy. Orr slipped the groove and immediately dropped to fourth. Orr was back on the gas, quickly pushing his Adams Racing Rotax into third before the first lap was over.

Coolbeth proceeded to pull to a large lead. Orr was all over Tresser and finally got by at the halfway point. A few laps later, Tresser was once again under fire as Harley-Davidson of Dallas' McCoy closed in.

Tresser seemed to wilt under the Illinois sun, and McCoy took over on lap 10. Kopp held off J.R. Schnabel and Bastian for fifth. Pauley, Marc Gifford and Stanley rounded out the top 10.

Macon County Fairgrounds Decatur, Illinois Results: June 22, 1997

250 PRO-AM: 1. Mike McKee; 2. Jeff Landrum (Hon); 3. Jerad Cheney (Hon); 4. Brandon Cartwright (Hon); 5. Darrol Peck (Kaw); 6. Rod Hartzel (Hon); 7. Randy Smith (Hon); 8. Billy Haynie (Hon); 9. John Harshbarger (Hon); 10. Jacob Latiner (Yam); 11. John Lambrecht (Hon); 12. Shannon Reimer (Suz).

600 PRO-AM: 1. Tim Eades (Rtx); 2. Mike McKee (Rtx); 3. Tom McGrane Jr. (Rtx); 4. Chris Huss (Rtx); 5. James Dean Faulkner (H-D); 6. Yuhiko Hirao (Rtx); 7. Jerad Cheney (ATK); 8. Donnie Steward (H-D); 9. Steve Jackson (KTM); 10. Brian Shirley Jr. (Rtx); 11. Kevin Hilbert (Rtx); 12. Ben Knight (H-D).

883 H-D: 1. Willie McCoy; 2. Scott Stump; 3. Jess Roeder; 4. Brian Kromroy; 5. Yuhiko Hirao; 6. Shaun Russell; 7. Paul Morgan III; 8. Tom McGrane Jr.; 9. Victor McAnally; 10. Randy Deeke; 11. Tommy Hensler.

600 EX: 1. Kenny Coolbeth (W-R); 2. Charlie Orr (Rtx); 3. Willie McCoy (ATK); 4. Andy Tresser (W-R); 5. Joe Kopp (Rtx); 6. J.R. Schnabel (W-R); 7. Garth Bastian (W-R); 8. Lonnie Pauley (W-R); 9. Marc Gifford (W-R); 10. Dan Stanley (H-D); 11. Paul Morgan III (Rtx); 12. Dave Hebb (Rtx).

750 EX: 1. Steve Beattie (H-D); 2. Johnny Murphree (H-D); 3. Scott Stump (H-D); 4. Paul Lynch (H-D); 5. Jim Sumner (H-D); 6. Geo Roeder II (H-D); 7. Randy Shank II (H-D); 8. Nick Daniels (H-D); 9. Joey Brock (H-D); 10. Devon Pritchard (H-D); 11. Jose Aguilar (H-D); 12. Kevin Sievers (H-D).

cle. Coolbeth ignored the early challenges of Andy Tresser and Charley Orr and ran away from the field.

Willie McCoy rides Dan Caulkins' Sportster in the 883cc class, and Caulkins was co-promoting the event, so the only logical thing for McCoy to do was win. That is just what the fast Texan did, as he led every lap.

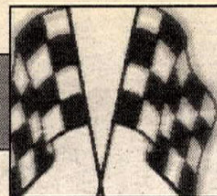
Leading every lap was just what Brian Shirley had in mind in the 600cc Pro-Am main, but that was not to be as he led all the way to the white flag and then lost the front end going into turn one and fell. Tim Eades was right there to take advantage, and the Virginian rode his Burcham's Cycle Rotax to the win.

Hannum Harley-Davidson's Mike McKee continued to dominate the 250cc Pro-Am class, as he easily took the

main-event victory. Brandon Cartwright and McKee were 250cc heat winners before McKee went on to lead every lap of the main.

Chasing McKee most of the way was Iowa's Jerad Cheney but, with only two laps left, Jeff Landrum slipped by for second. Cartwright rode alone in fourth, while Darrol Peck, Rod Hartzel and Randy Smith battled over fifth.

The 883cc Harley-Davidson main was next up. The 12-lap race quickly turned into a three-rider contest as McCoy led Scott Stump and Jess Roeder around the tight, grooved half mile. The top three settled comfortably into their positions while Brian Kromroy, Yuhiko Hirao, Shaun Russell, Paul Morgan, Tom McGrane and Victor McAnally were running nose to tail and looking for any mistake by one of the others.



McConnell has a Fair day



By Elaine Jones

COSTA MESA, CA JULY 11

A funny thing happened to Shawn McConnell on the way to his 20-year high school reunion. He stopped by the Orange County Fairgrounds to ride a little speedway and came away the 1997 Coors Light Fair Derby Champion.

This was not the first time McConnell had won the event, as he had captured the title back in '87. But this time, aside from winning the Fair Derby, he also won the second half of the Coors Challenge, and he was second in the Handicap main.

Also on hand, making a rare U.S. appearance, was current World Champion Billy Hamill. Needless to say, bragging rights were at stake, and every rider wanted to be the one to say that he beat Hamill.

The first order of business was to move up the ladder from the Handicap heats. Jason Daniels started from the 10-yard line and had an impressive ride as he captured the first heat. Mike Faria came from the 60 and got through traffic to pick up second, with Brian Pappalardo and Bobby Schwartz taking the final transfer spots.

From the 60, it took Hamill four laps to run down Paul Colston and win the second heat - to the roar of a packed house. Colston held on for second, with Gary Ackroyd and Brad Oxley picking up the final two spots.

Randy DiFrancisco started off the 10 and went wire to wire to take the final heat. Reigning National and California State Champion Steve Lucero came from the 60 to finish second, with McConnell coming from the 50 to finish third. The final transfer went to Jerry Black, who started on the 30.

The first Handicap semi saw DiFrancisco with a repeat, going wire to wire. McConnell again came from the long yardage and got through on the inside for second, with Daniels, also from the low yardage, hanging on for third. The final spot went to Schwartz.

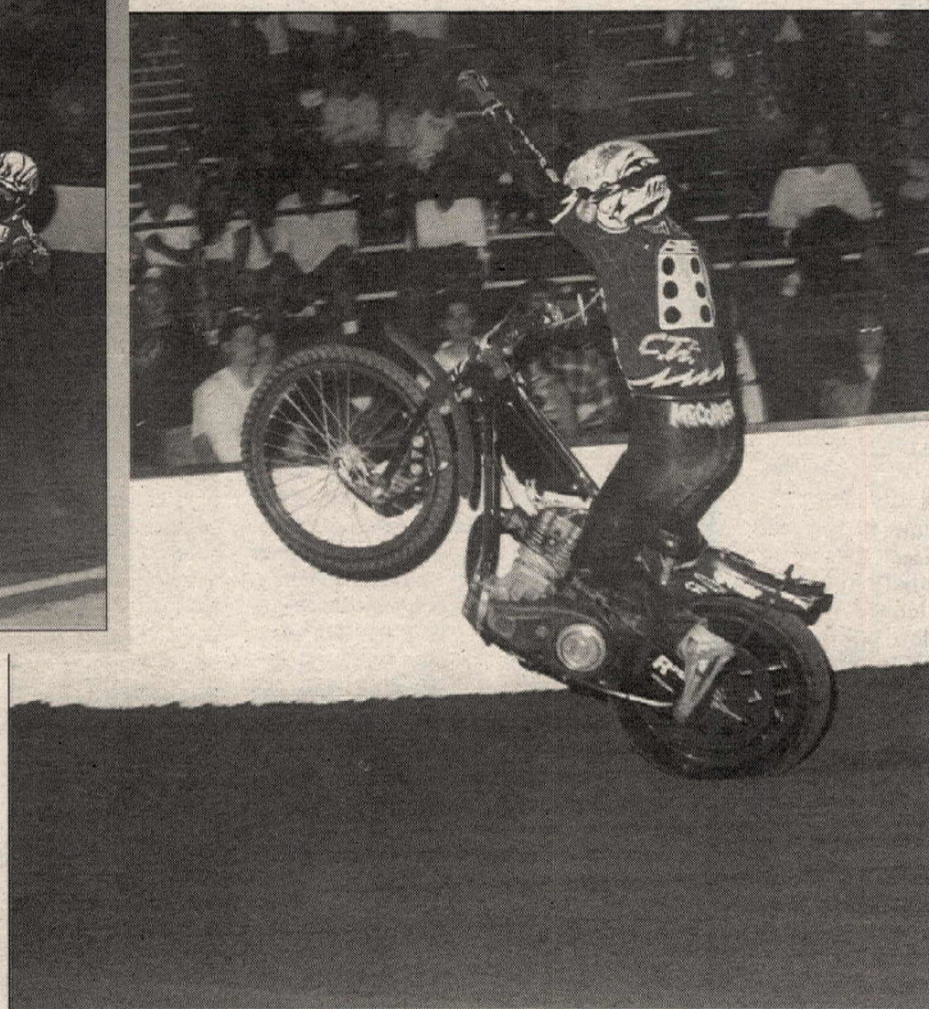
(Above) Shawn "Mad Dog" McConnell beat some heavy hitters in the 27th annual Coors Light Fair Derby final, outrunning current World Champion Billy Hamill (left), Mike Faria (outside) and Brad Oxley (right) on the Costa Mesa bullring.

(Right) McConnell pulls a celebratory wheelie for the crowd after winning the Fair Derby. It was the second Fair Derby title of his career.

Colston looked to make a repeat as he led the second semi for five of the six laps and got nipped at the checkered flag by both Ackroyd and Oxley. He still had enough for third and a place in the main. The final transfer went to Lucero. Hamill had been ejected for causing a red flag, and his Handicap program was over for the night.

DiFrancisco and Daniels were on the 10-yard line for the Handicap main. Colston had the 20 to himself and Ackroyd was all alone on the 30. McConnell, Schwartz and Oxley lined up on the 50, with Lucero the lone rider on the 60. Schwartz made it out onto the track, but bike problems interfered and he never made the call. When the tape came up, it was DiFrancisco out on top, and he led it for three laps. Oxley and McConnell were on the move, and by the fourth lap they had overtaken DiFrancisco to run 1-2. McConnell was working the inside as hard as he could, but that is also Oxley's favorite spot on the track, and McConnell couldn't get a wheel under him. McConnell settled for second. Lucero was third, and Ackroyd picked up fourth.

The Scratch side of the program began with Faria and Oxley taking the top spots in the first heat. Hamill put the crowd on their feet as he claimed the second heat, with McConnell taking second. Lucero wasn't going to be left out of things and he cut a great gate to take heat three, while Rick Pearce transferred up with him. In the final heat, Schwartz got around Andy Northrup on the first lap and took the win. Second was all Northrup needed to move up in the program.



The semis were as hard-fought as any main event. In the first semi, Hamill got the start, but Faria was close enough to ride double as they ran off and left the field. Hamill took the win, but the two would meet again in the Scratch main. In the second semi, Lucero came from the pole to go wire to wire. Oxley was second for a transfer, but McConnell and Schwartz would have to duke it out in the last-chance qualifier to see who would pick up the final spot.

McConnell read the gate and got the edge at the start of the LCQ, with Ackroyd going out second and Pearce third. Schwartz was on his backup bike (after a crash in the Coors Challenge races) and was having major bike problems. Fourth was all he could do with a badly misfiring bike. McConnell went on to win and earn the last ticket to the Fair Derby feature.

The most important race of the night lined up with Lucero on the pole. Hamill was in two, with McConnell in the center of the track in three. Faria was in four, and on the outside, in five, Oxley was set. The best in the business were about to do battle, with the World Champion and the U.S. National Champion sitting on the line next to each other, but what happened next brought the boos out, as Lucero got into the tapes and was disqualified.

The four-rider start looked pretty even. Oxley came from the far outside and tried to outgate the field and then drop down to the pole, but Hamill and Faria headed to the outside line from the

inside, forcing Oxley to go high. McConnell used his head, and while the other three were out in the dirt, he dropped down low and went by on the inside to grab the lead as they all came out of two. Oxley then got the low line working and locked into second as the two Costa Mesa veterans held the Euro long track riders at bay in the quick four-lapper. Hamill did pick up third, with Faria fourth.

Tom Winchell, coming from the 10-yard line, got around Stan Galvez (who also started from the 10) to win the Support main event. John DeFries came from the 30 and got by Galvez with two laps to go to pick up second. Charlie Cooley, also from the 30, got through traffic for third, with Brian Thompson from the 20 getting the fourth.

Billy Lyons topped Marvin Sonnier and Frank Pecce to win the Support B main event.

Orange County Fairgrounds Costa Mesa, California Results: July 14, 1997

SCR: 1. Shawn McConnell (GM); 2. Brad Oxley (Wes); 3. Billy Hamill (GM); 4. Mike Faria (GM); 5. Steve Lucero (Gdn).

HDGP: 1. Brad Oxley (Wes); 2. Shawn McConnell (GM); 3. Steve Lucero (Gdn); 4. Gary Ackroyd (Wes); 5. Randy DiFrancisco (Wes).

COORS CHAL I: 1. Steve Lucero (Gdn); 2. Bobby Schwartz (GM); 3. Billy Hamill (GM); 4. Jason Chism (Jaw); 5. Rick Pearce (Jaw).

COORS CHAL II: 1. Shawn McConnell (GM); 2. Mike Faria (GM); 3. Brad Oxley (Wes); 4. Gary Ackroyd (Wes); 5. Randy DiFrancisco (Wes).

SUP: 1. Tom Winchell (Wes); 2. John DeFries (Wes); 3. Charlie Cooley (Wes); 4. Brian Thompson (Jaw); 5. Stan Galvez (Jaw).

SUP B: 1. Billy Lyons (Jaw); 2. Marvin Sonnier (Jaw); 3. Frank Pecce (Jaw); 4. Scott Scarborough (Jaw); 5. Mike Boyle (Wes).

Smith rips

By Larry Witmer

BUCHANAN, MI, JULY 5

Kelly Smith highlighted the 125cc Expert division both Friday and Saturday nights with hard-fought moto wins. Smith had to fend off the hard charges manufactured by Suzuki support rider Jimmy Wilson and Team Green speedster Nicholas Wey at the amateur MX races held the same weekend as Sunday's AMA Pro Nationals at Red Bud Track 'N' Trail.

In the opening 125cc Expert moto, Smith, Ken Nasch and James Abbott. Wey, however, was picking himself up in the first corner and took off in last place. Wey would mount a wild-man charge to the front, but with the night's quick racing leaders, it would be tough to catch the leaders.

At the end of the first lap, Wilson and Smith blurred across the finish-line jump in first and second, respectively. Nasch was a few bike lengths behind in third, holding off the advances of Richard Watson. Abbott was in fifth place but under attack by a hard-charging Wey, who had blitzed his way to sixth place.

Wey soon put his KX into fifth after displacing Abbott, but still had a long way to go to catch the front-runners.

Wilson continued to set the lead pace, pulling away in the hard-packed sections of the track. Wey continued forward, passing Watson in the sandy switchbacks.

Wilson went on to win, followed by Smith, Wey, and Nasch rode hard to keep Wey at bay for fourth.

Smith jumped out to the early lead in the second moto, while Wey, this time, got through the first turn cleanly and settled into second place. Wilson slipped into third; Abbott was fourth, and Watson fifth.

Things heated up quickly as Wilson took the tight inside line going for the finish-line corner. Wey followed suit, but he got tagged from behind and nearly crashed his Kawasaki. Smith saw his chance and turned up the wick, passing the out-of-shape rider for second place. Smith still led after the first lap, followed by Wilson, Wey, Abbott, Watson and Nasch.

Smith was smoking on the second lap, pulling out a small advantage over Wilson, who was fending off the advances of Wey. Watson then took fourth and Nasch fifth when Abbott went wide through a whoop section.

Meanwhile, up front, Smith was riding flawlessly and enjoying a four-bike-length lead over Wilson and Wey.

On the third lap, the pressure finally got to Wilson and he bailed off in the sandy switchbacks, handing second to Wey. Wilson quickly remounted in third, but would never again threaten the leaders - Smith and Wey - for the rest of the moto.

The white flag came out for Smith with his small lead advantage gone. Wey was breathing down the rear fender of Smith's Suzuki and was trying different lines to take over the number-one spot. Wey challenged Smith to the end but could not make the pass.

Smith came across the finish line with the win, followed by Wey. Wilson



(Above) Kelly Smith (629) grabs the holeshot in the 125cc Expert class during amateur racing action at Red Bud Track 'N' Trail. Smith won both motos.

came in third but locked up second overall.

Winner Smith said: "My starts have been really good lately, and tonight I had some problems because I would go into the first corner with the lead, but somehow I would get pushed wide. In the second moto, I just kept it pegged into the first corner and came out in front. I knew I had it (the moto) won. Wey had some problems or something in the second moto. I just concentrated on my own race."

Results

- Friday
- AUTO (4-6): 1. Broc Peterson (Cob); 2. Thomas Fischer (Cob); 3. David Bacon (Cob); 4. Adam Lack (KTM); 5. Jeff Gokee (Act).
- AUTO (7-8): 1. Liam Murphy (Cob); 2. Jake Hinds (Cob); 3. Brett Wagner (Cob); 4. Anthony Jennings (Cob); 5. Cody Davis (Cob).
- AUTO (SS): 1. Rodney BeMiller (Yam); 2. Steve Landis (Yam); 3. Tyler Bedwell (Yam); 4. Shelby Landis (Yam); 5. Zachary Hays (Yam).
- 60: 1. Brad Ripple (Kaw); 2. T.J. Auten (Kaw); 3. Grant Moreland (Kaw); 4. Brandon Goodman (Kaw); 5. Matt Walsworth (Kaw).
- 80 (7-11): 1. Anthony Weber (Suz); 2. Robbie Conklin (Suz); 3. Grant Moreland (Suz); 4. R. Sobbie (Suz); 5. Devin Sturms (Yam).
- 80 (12-15): 1. Nick Vaughn (Kaw); 2. Jeremy Pastor (Suz); 3. Jon Logan (Yam); 4. Zachary Beeke (Yam); 5. Ryan Underhill (Suz).
- 80 B/W: 1. Roy Horton (Suz); 2. Matt Frederick (Hon); 3. Brandon Handley (Kaw).
- 80 C: 1. James Taylor (Yam); 2. Kasey Turley (Hon); 3. Brian Schuiteman (Kaw); 4. Roy Horton (Suz); 5. Steve Pittman (Yam).
- 125 (12-15): 1. Ian Hammond (Suz); 2. Mike Ely (Suz); 3. Jamie Beckett (Suz); 4. Scott Zielinski (Suz); 5. Charles Bareer (Yam).
- 125 A: 1. Jimmy Wilson (Suz); 2. Kelly Smith (Suz); 3. James Abbott (Suz); 4. Nicholas McNenly (Suz); 5. Chad Anderson (Kaw).
- 125 B: 1. Joe Brewer (Kaw); 2. Matt Myers (Suz); 3. Mike Sassano (Suz); 4. Ian Hammond (Suz); 5. Mike Ely (Suz).
- 125 C: 1. Mike Whipple (Kaw); 2. Russ Ely (Suz); 3. Richard Schultz (Whip); 4. Keegan Myers (Suz); 5. William Vanderhaar (Hon).
- 250 A: 1. Kelly Smith (Suz); 2. Darren Borchering (Yam); 3. Trevor Vines (Hon); 4. Jimmy Wilson (Suz); 5. Joe Behr (Hon).
- 250 B: 1. Matt Myers (Suz); 2. Gary Radzicki (Kaw); 3. Rodd Nelson (Kaw); 4. Justin Paris (Suz); 5. Ryan Damm (Suz).
- 250 C: 1. Mark Engle (Hon); 2. Brian Zache (Hon); 3. Michael Salisbury (Kaw); 4. Ben Rebey (Hon); 5. Joe Henke (Hon).
- 16-24: 1. Trevor Vines (Hon); 2. Nicholas McNenly (Suz); 3. Mick Laughlin (Suz); 4. Jon Kesington (Suz); 5. Russ Dombrowski (Hon).
- 25+ 1. James Abbott (Suz); 2. Darren Borchering (Yam); 3. Joe Behr (Hon); 4. Todd Flickenger (Kaw); 5. Dave Kesington (Suz).
- 30+ 1. Larry Witmer (Suz); 2. Kreg Bigelow (KTM); 3. Todd Flickenger (Kaw); 4. Rick Walsworth (Yam); 5. Mike Williams (Hon).
- 35+ 1. Larry Witmer (Suz); 2. Jeff Heaston (Kaw); 3. David Bowman; 4. Larry Lynam (KTM); 5. Rick Walsworth (Yam).
- 40+ 1. Jeff Heaston (Kaw); 2. David Bowman (Suz); 3. Dan Carlton (Hon); 4. Mark Vannorman (Hon); 5. James Wilson (Hon).
- NONCURRENT: 1. Sean Brotnik (Hon); 2. Tom Quick (Hon); 3. Russ Orr (Hon); 4. Tony Cook (Hon); 5. Jamey Smith (Hon).

Saturday

- AUTO (4-6): 1. Joe Lazzaretto (Cob); 2. David Bacon (Cob); 3. Jeff Gokee (Act); 4. Thomas Fisher (Cob); 5. Broc Peterson (Cob).
- AUTO (7-8): 1. T.J. Auten (Cob); 2. Justin Hager (Cob); 3. Anthony Jennings (Cob); 4. Matt Sparks (Lem); 5. Chris Monsen (KTM).
- AUTO (SS): 1. Rodney BeMiller (Yam); 2. Zachary Hays (Yam); 3. Robert Mauch (Yam); 4. Jared Hayes (Yam); 5. Tyler Bedwell (Yam).
- 60: 1. Brad Ripple (Kaw); 2. Grant Moreland (Kaw); 3. T.J. Auten (Kaw); 4. Tyler Lock (Kaw); 5. Larry Partin (Kaw).
- 80 (7-11): 1. Brad Ripple (Suz); 2. Anthony Weber (Suz); 3. Dustin Pulley (Suz); 4. Grant Moreland (Suz); 5. Eric Baird (Suz).
- 80 (12-15): 1. Nicholas Vaughn (Kaw); 2. Corey Paulsell (Yam); 3. Jon Logan (Yam); 4. Danny Beckett (Hon); 5. Ryan Underhill (Suz).
- 80 B/W: 1. Roy Horton (Hon); 2. Brandon Handley (Kaw); 3. Matt Frederick (Hon).
- 80 C: 1. Brian Schuiteman (Kaw); 2. Kasey Turley (Hon); 3. Roy Horton (Kaw); 4. Judd Bagladi (Kaw); 5. Steve Pittman (Yam).
- 16-24: 1. Mike Sassano (Suz); 2. Rob Erscher (Yam); 3. Jon Kesington (Suz); 4. Joe Yock (Kaw); 5. Mick Laughlin (Suz).
- 125 A: 1. Kelly Smith (Suz); 2. Jimmy Wilson (Suz); 3. Nicholas Wey (Kaw); 4. Ken Nasch (Yam); 5. Richard Watson (Suz).
- 125 B: 1. Randy Valade (Kaw); 2. Jason McDonald (Suz); 3. Mike Sassano (Suz); 4. Matt Myers (Suz); 5. Ian Hammond (Suz).
- 125 C: 1. Tim Hartwig (Yam); 2. Richard Schultz (Kaw); 3. Russ Ely (Hon); 4. Mark Engle (Hon); 5. Willy Vander (Hon).
- 125 (12-15): 1. Jason McDonald (Suz); 2. Ian Hammond (Suz); 3. Jamie Beckett (Suz); 4. Joe Kersanty (Kaw); 5. Jeremiah Badgley (Hon).
- 250 A: 1. Jimmy Wilson (Suz); 2. Mike Roth (Suz); 3. Trevor Vines (Hon); 4. Nicholas Wey (Kaw); 5. Kelly Smith (Suz).
- 250 B: 1. Gary Schroyer (Yam); 2. Justin Paris (Suz); 3. Jon Kesington (Suz); 4. Travis Mowitt (Hon); 5. James Wehrman (Suz).
- 250 C: 1. Joe Henke (Hon); 2. Mike Gray (Suz); 3. Chris Irey (Yam); 4. Brad Martin (Suz); 5. Chad Hitchcock (Kaw).
- 25+ 1. John Sier (Kaw); 2. Mike Roth (Suz); 3. Jeff Sutherland (Suz); 4. James Abbott (Suz); 5. Mark Laughlin (Suz).
- 30+ 1. Mike Roth (Suz); 2. Larry Witmer (Suz); 3. John Sier (Kaw); 4. Jeff Sutherland (Suz); 5. David Kesington (Suz).
- 35+ 1. Larry Witmer (Suz); 2. Rick Walsworth (Yam); 3. Gregg Henkel (Suz); 4. Jeff Heaston (Kaw); 5. David Bowman (Suz).
- 40+ 1. Larry Witmer (Suz); 2. David Bowman (Suz); 3. Jeff Heaston (Kaw); 4. Dan Carlton (Suz); 5. Ron Timmons (Hon).
- 50+ 1. John Bortnik (Suz).
- NON-CUR: 1. Sean Bortnik (Hon); 2. David Yont (Yam); 3. Tony Wallace (Hon); 4. Ed Paulson (Hon); 5. Tom Quick (Hon).
- Suzuki Series Overall Results:
- 60: 1. Larry Partin; 2. Matt Haag; 3. Matt Wahworth.
- 80 C: 1. Kasey Turley; 2. Brian Schuiteman; 3. Judd Bagladi.
- 80 (7-11): 1. Robbie Conklin; 2. Larry Partin; 3. Matt Haag.
- 80 (12-15): 1. Jeremy Pastor; 2. Zack Beeke; 3. Ryan Underhill.
- 125 (12-15): 1. Mike Ely; 2. Jeremy Badgley; 3. Kelly Myers.
- 125 A: 1. Kelly Smith; 2. James Abbott; 3. Doug Findley.
- 125 B: 1. Matt Myers; 2. Mike Sassano; 3. Derrick Stevens.
- 125 C: 1. Russ Ely; 2. Kelly Myers; 3. Gary Doorlag.
- 250 A: 1. Kelly Smith; 2. Darren Borchering; 3. James Abbott.
- 250 B: 1. Matt Myers; 2. Rodd Nelson; 3. William Flora.
- 250 C: 1. Bruce Sneller; 2. Rob Rebey; 3. Greg Foster.
- 16-24: 1. Jon Kesington; 2. Mike Laughlin; 3. Darick Stevens.
- 25+ 1. Darren Borchering; 2. James Abbott; 3. Todd Flickenger.
- 30+ 1. Larry Witmer; 2. Todd Flickenger; 3. David Kesington.
- 35+ 1. Larry Witmer; 2. Rick Walsworth; 3. Larry Lynam.
- 40+ 1. Larry Witmer; 2. Jeff Heaston; 3. David Bowman.

Costa Mesa Speedway Sidecar Classic

Morrow, Chapman two of a kind

By Elaine Jones

COSTA MESA, CA, JULY 10

In what many would call an upset, Steve Morrow and Chris Chapman came away the top team at the Sidecar Classic at Costa Mesa Speedway.

Many of the fans on hand were there for the opening night of the Orange County Fair and had never seen sidecar racing before, especially New Zealand-style racing, and many oohs and aahs could be heard when these daredevils took to the track.

The format was a simple one, with three rounds of Scratch racing. Points were earned by finishing order, with three going to first, two to second and one to third. Fourth place earned zero.

ROUND ONE

The other teams got a hint of what was to come when Morrow and Chapman took the lead on the white-flag lap in the first heat of the opening round. Stuart Glass and Deion Stokes had jumped into the lead on the start but came away with second, while the reigning number-one team of Dean Steele and Dwayne King rounded out the field in third.

The second heat was very bizarre, as Jeff Carr and Mike Moreno went out on top with Bill Matherson and Dale Leeder in hot pursuit. As they headed into the third lap, Carr and Moreno lost control of their vehicle and Moreno was thrown off. Moreno was standing in the turn when the team of Bob Brayton and Parke Weaver came around, clipped him and literally upended him. Matherson and Leeder went on to win the heat, with Brayton and Weaver in second and Dan Lamoureux and Erik Ness in third. Moreno had a talk with the referee, and the call came down that they would be given second place, with Brayton and Weaver dropped to fourth.



(Left) Steve Morrow and Chris Chapman (28) earned the win in the Costa Mesa Sidecar Classic at the Orange County Fairgrounds in Costa Mesa, California, on July 10.

The final heat of round one went to the popular team of Peter Lewis and Jamie Macy, and they did it in fine style, going wire to wire. Joe Petraglovic and Jack Straw had second for one lap before John Matherson and Scott Cole got by to take the spot. That too was short-lived as the hard-charging team of Duane Carmont and Richard Tailing got down on the inside of the track and made it work for them. On the white-flag lap, they had moved into second and taken a run at Lewis and Macy. It was not enough, and they settled for second, with Matherson and Cole picking up the show money.

ROUND TWO

Lewis and Macy liked winning so much that they started off the second round of racing with another wire-to-wire victory. The rest of the field was pretty content to follow them home, with second going to Petraglovic/Straw and third to Glass/Stokes. The second heat looked more like a rodeo than a race. On the first try at a start, Steele/King had a little too much power, and the bike launched as they hit the first turn, throwing King on the ground. The race was restarted, and Steele and King were put back on the 10-yard line. On the second attempt, Carmont/Tailing got into the tape and were also sent to the 10-yard line. The third time was the charm. Matherson/Leader broke out on top, and Carmont/Tailing got right back in it by running second. Then things got crazy as they came around to take the white flag. Carmont/Tailing were a little too hot coming out of four and ended up in the infield, spinning out and almost taking out the starting gate. Brayton/Weaver were more than happy to move into second, with Steele/King rounding out the field with the third. Morrow and Chapman were still on a roll, and they took the final heat in round two out front from start to finish. Matherson/Cole were second, with McClellan/Jones taking third. At the end of two rounds, Lewis/Macy and Morrow/Chapman were two for two.

ROUND THREE

Lewis/Macy were on a mission, looking to win the whole ball of wax as they headed into the final round. They grabbed the holeshot in the first heat

and never looked back, even when they were strongly challenged on the white-flag lap by Matherson/Cole. Lamoureux/Gilmour took the third. Morrow/Chapman pulled off the hat trick as they took the second heat of the final round and again led from start to finish. Brayton/Weaver were a close second, with Petraglovic/Straw picking up third.

The second heat saw Carmont/Tailing and Glass/Stokes get up close and personal, and the red flag came out. On the second attempt, Matherson/Leader broke the tapes, and the red flag came out. Finally they got a clean start and it was Glass/Stokes on top, but one lap later Carmont/Tailing got underneath and took over the top spot, holding it to the checkered flag. Glass/Stokes took second, with Matherson/Cole in third.

Petraglovic/Straw had no problems winning the Consi, starting out on top and staying there even when Matherson/Cole tried to argue the point. McClellan/Jones took third.

For the main event, Morrow/Chapman drew the pole, with Lewis/Macy right next to them in gate two. Matherson/Leader were in three with Brayton/Weaver in four. It was a clean start, and Morrow and Chapman broke on top, with Matherson/Leader in second and Brayton/Weaver in third. No one seemed to be able to pass, and it looked as if they would finish as they had started. But Lewis/Macy had one more card to play, and as they came out of four on the last lap, they dropped down low and got by Brayton/Weaver to take third.

Orange County Fairgrounds Costa Mesa, California Results: July 10, 1997

MAIN: 1. S. Morrow/C. Chapman (Suz); 2. J. Matherson/D. Leeder (Yam); 3. P. Lewis/J. Macy (Yam); 4. B. Brayton/P. Weaver (Hon).

CONSI: 1. J. Petraglovic/J. Straw (Kaw); 2. J. Matherson/S. Cole (Yam); 3. G. McClellan/Jones (Yam).

Moon shines at Pleasure Riders Night Hillclimb

By Bud Northrup

CAYUGA, IN, JUNE 28

They call him "Moon." Steve Mullins is a big man with a big smile and a big machine - a 1105cc Kawasaki hillclimber - and he's fast, too. One would not expect fast times to come in the Senior (Over 40) class, but for the second time this year, Mullins did just that at a night climb.

Mullins rode only once in each of his classes - and only had to, as his first-round time of 3.736 seconds held up to win the Open class, besting Harley riders John Hillard, Bob Fisher, Harry Denham and Terry Bailey. Hillard came closest to Mullins with a good 3.808-second run, with Fisher close behind him at 3.868 seconds.

In Senior-class action, Mullins blasted the big four-banger over the top in a blistering 3.409 seconds, then stood back to watch as more than 100 riders took their shots at that time. None succeeded.

John Scroggins was the closest to Mullins, as he set a 3.442-second time on his first ride in the 500cc class, and he had hopes of taking the fast-time trophy until Mullins burst his bubble.

In second-round action, defending class champion and points leader Jason Northrup challenged hard with a high-flying 3.508-second run, and Darrell Trent posted a fine 3.511-second time for third in the class. "Fast Andy" Fortner picked up fourth with a 3.567-second run, while John Brady filled out the top five with a 3.719-second time. All top-five riders piloted Honda CR500s. Scroggins had a double-win night, as he also claimed the "King of the Hill" shootout with a 3.568-second run, barely edging Northrup, who turned 3.578 seconds.

Kaleb Northrup also had two class wins on his superfast Triumph twin. His first came in the 750cc class as he posted back-to-back times of 3.561 seconds and 3.541 seconds. Former, riding Jim Hillard's Kawasaki Triple, pressed Northrup as he flew over the top on his second ride in a very good 3.578 seconds to take second place. Class points leader Jason Northrup topped the hill in 4.223 seconds on his first run, but crashed hard as he attempted the flight from the first breaker over the second on his "Hondasaki" Triple, and he had to settle for third place. Bob Glenn (on a KTM) and Rick Clark (on a Yamaha) rounded out the top five.

Northrup's second win came in the Pushrod class, where he delivered even faster times of 3.458 and 3.485 seconds to take that class win over "Flyin" Bob Fisher, who topped out in 3.858 seconds on his big Harley. Terry Bailey, also Harley-mounted, took third place in 5.293 seconds.

Results

50 AUTO: 1. Mark Matthews (Suz); 2. Alan Petty (KTM); 3. Randy Williams (Yam); 4. Justin Trent (Yam).

85 YTH: 1. Becky Williams (Kaw); 2. Jacob Bailey (Hon); 3. Matt Weaver (Kaw); 4. Cody Mason (Hon); 5. Greg Liston (Kaw).

200: 1. Anthony DeHart (Yam); 2. Scott Sheets (Kaw); 3. Bill Ashley (Kaw); 4. Danny Mears (Kaw); 5. Mark Schroeder (Hon).

250: 1. Andy Fortner (Suz); 2. Jackie Mason (Hon); 3. Mark Goodman (Kaw); 4. Anthony DeHart (Hon); 5. Jason Northrup (Suz).

400: 1. Danny Mears (Suz); 2. Doug Campbell (Hus); 3. Jim Dallman (ATK); 4. Troy Hayes (Mal); 5. Tracy Green (Yam).

500: 1. John Scroggins (Hon); 2. Jason Northrup (Hon); 3. Darrell Trent (Hon); 4. Andy Fortner (Hon); 5. John Brady (Hon).

750: 1. Kaleb Northrup (Tri); 2. Andy Fortner (Kaw); 3. Jason Northrup (Kaw); 4. Bob Glenn (KTM); 5. Rick Clark (Yam).

OPEN: 1. Steve Mullins (Kaw); 2. John Hillard (H-D); 3. Bob Fisher (H-D); 4. Harry Denham (H-D); 5. Terry Bailey (H-D).

SR: 1. Steve "Moon" Mullins (Kaw); 2. Harry Denham (H-D); 3. Craig DeHart (Kaw); 4. Tom Rollins (Hon); 5. Kevin Weaver (Yam).

PSHRD: 1. Kaleb Northrup (Tri); 2. Bob Fisher (H-D); 3. Terry Bailey (H-D).

STK: 1. Scott Pearson (Hon); 2. Jason Northrup (Suz); 3. Mitch Weaver (Kaw); 4. Andy Fortner (Suz); 5. Shawn Reese (Hon).

KOTH: 1. John Scroggins (Hon); 2. Jason Northrup (Hon); 3. Andy Fortner (Hon); 4. Jackie Mason (Kaw); 5. Kaleb Northrup (Tri).

FAST TIME: Steve Mullins (Kaw).

Fisher, Fortner fly at Cahokia Creek Hillclimb

By Bud Northrup

WHITE CITY, IL, JUNE 21

"Flyin" Bob Fisher and "Fast" Andy Fortner demonstrated how they earned their nicknames at the Cahokia Creek Dirt Riders night Hillclimb.

Fortner set an incredibly fast time of 2.466 seconds on the 100-foot hill on his first ride in the 500cc class. When the rest of the 500s and all the 750s failed to beat it, Fortner must have felt pretty good about his Fast-Time Trophy chances. Fisher dashed his hopes as he flew his hot Harley over the top on his first-round ride in the Open class in a blazing 2.462 seconds to move out on the Fast-Time bubble. Then it was Fisher's turn to watch as the entire second round of riders passed with no one carding a better time, leaving him with the Open class and Fast-Time Trophy wins.

Steve Mullins finished second behind Fisher in the Open class on his big Kawasaki with a good 2.588-second run, followed by Randy Green, Tom Compton and Charles Mathewson, all riding Kawasakis.

Mullins, however, turned the tables on Fisher in the Senior class, as he claimed that win with a very good 2.563 seconds, while Fisher claimed second in 2.657 seconds. Bob Glenn (on a KTM), Craig DeHart (on a Kawasaki) and Tom Compton (also on a Kawasaki) filled out the rest of the top five.

Fortner, meanwhile, was enjoying a double-win night as he added the 250cc-class win to his 500cc effort. Fortner posted a fine 2.575 seconds on his Forward Motion Suzuki for the 250cc win, with 14-year-old Anthony DeHart taking second in 2.697 seconds. Brian Weston (on a Honda), Roy Senaldi (on a Yamaha) and Ron Werner (on a Kawasaki) followed DeHart.

In the 500cc class, John Scroggins was Fortner's closest threat as he nailed a very quick 2.502-second ride on his CR500. Mark Blackford delivered a 2.533-second time on his first ride to be in second place at the break, but had to settle for third after Scroggins slipped between him and Fortner. Mark Shafer finished fourth in 2.547 seconds, with Doug Campbell taking fifth in 2.595 seconds. Campbell is a KX500 jockey, while the rest of the top five run CR500s.

The Shafer brothers, Mark and Steve, continued their sibling rivalry in the 400cc class, with Steve coming out on top this evening. Steve turned in a good 2.751-second first-round time on his YZ400, just quick enough to edge brother Mark, who delivered a 2.801-second run on his Yamaha. Doug Campbell also broke the three-second mark as he took third in 2.933 seconds on his Husky 360, with the Hillards, Mike and Paul, pulling in fourth and fifth, respectively, on their Yamahas.

Results

50 AUTO: 1. Randy Williams (Yam).

85 YTH: 1. Becky Williams (Kaw); 2. Riley Mullins (Yam); 3. Josh Sledge (Hon); 4. Jake Sledge (Kaw); 5. Anthony Krivi (Kaw).

200: 1. Anthony DeHart (Yam); 2. Neal Strausbaugh (Hon); 3. Justin Meyers (Kaw); 4. Scott Sheets (Kaw); 5. Becky Williams (Kaw).

250: 1. Andy Fortner (Suz); 2. Anthony DeHart (Hon); 3. Brian Weston (Hon); 4. Roy Senaldi (Yam); 5. Ron Werner (Kaw).

400: 1. Steve Shafer (Yam); 2. Mark Shafer (Yam); 3. Doug Campbell (Hus); 4. Mike Hillard (Yam); 5. Paul Hillard (Yam).

500: 1. Andy Fortner (Hon); 2. John Scroggins (Hon); 3. Mark Blackford (Hon); 4. Mark Shafer (Hon); 5. Doug Campbell (Kaw).

750: 1. Brent Land (Hon); 2. Eric Sien (BSA); 3. Boots Weber (Yam); 4. Craig DeHart (Kaw); 5. Bob Glenn (KTM).

OPEN: 1. Bob Fisher (H-D); 2. Steve Mullins (Kaw); 3. Randy Green (Kaw); 4. Tom Compton (Kaw); 5. Charles Mathewson.

SR: 1. Steve Mullins (Kaw); 2. Bob Fisher (H-D); 3. Bob Glenn (KTM); 4. Craig DeHart (Kaw); 5. Tom Compton (Kaw).

FAST TIME: Bob Fisher (H-D)

Stewart, Northrup nail Indiana Hillclimb C'ships

By Bud Northrup

CAYUGA, IN, JUNE 29

At least once a year, it seems, Brent Stewart reminds hillclimb fans that you don't have to have the biggest engine to set the fastest time of the day. He did so again on his second ride at the 1997 Indiana State Championship Hillclimb, hosted by the Pleasure Riders MC. Stewart is the D-17 and D-15 defending 250cc-class Champion, and pilots a Yamaha YZ250 prepared by Jackson Performance.

Stewart flew over the first breaker of the 130-foot, three-stage hill, landing well past the second breaker with throttle on and sailing over the

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top in an incredible 3.241 seconds, taking the class win and setting a fast time that none of the bigger bikes would be able to match. Stewart's ride was thrilling to watch, but must have been very disheartening to "Fast" Andy Fortner, as he had delivered an excellent 3.370-second time on his Forward Motion RM250 on his first ride, and was second only to the current fast time of 3.301 seconds set by Jason Northrup in the 500cc class. Stewart and Fortner were well ahead of the pack, as Mark Goodman Jr. finished third on his KX250 in 3.733 seconds, followed by Bill Ashley on a Suzuki and Anthony DeHart on a Honda.

Kaleb Northrup had a big day, posting wins in three classes on his hot Triumph-Kawasaki hybrid. Northrup's first win came in the 750cc class, as he delivered a very quick 3.362-second time on his first ride. His brother, Jason, the current class leader and defending champion, made an all-out effort on his "Hondasaki" triple but flew high - too high - off the first breaker and rotated past vertical before landing hard. Incredibly, he nearly saved the ride, but the bike went out of control when he reapplied the gas, looping hard and nailing Jason. The damage to the bike was too extensive to fix on site, so Jason had to settle for a disappointing seventh-place finish. Andy Fortner, riding the Jim Hillard triple, picked up his third second-place of the day with a fine 3.589-second performance, followed by Craig DeHart on a Kawasaki, Charlie Casey on a Yamaha and Rick Clark also on a Yamaha.

Northrup's second win came in the Pushrod class, where he posted consistently fast times of 3.412 and 3.467 seconds on his Triumph to beat Harley riders Bob Fisher (4.477) and Terry Bailey (4.661).

Results

50 AUTO: 1. Mark Matthews (Suz); 2. Randy Williams (Yam); 3. Alan Petty (KTM); 4. Justin Trent (Yam).

85 YTH: 1. Jacob Bailey (Hon); 2. Becky Williams (Kaw); 3. Jared Hayes (Kaw); 4. Matt Weaver (Kaw); 5. Jeff Rivers (Suz).

200: 1. David Peirson (Kaw); 2. Kevin Ryan (Kaw); 3. Anthony DeHart (Yam); 4. Bill Ashley (Kaw); 5. Scott Sheets (Kaw).

250: 1. Brent Stewart (Yam); 2. Andy Fortner (Suz); 3. Mark Goodman Jr. (Kaw); 4. Bill Ashley (Suz); 5. Anthony DeHart (Hon).

400: 1. Steve Shafer (Yam); 2. Jim Dallman (ATK); 3. Danny Mears (Suz); 4. Mark Shafer (Yam); 5. Doug Campbell (Hus).

500: 1. Jason Northrup (Hon); 2. Andy Fortner (Kaw); 3. John Scroggins (Hon); 4. Kelly Brady (Hon); 5. Ken McCorkhill (Yam).

750: 1. Kaleb Northrup (Tri); 2. Andy Fortner (Kaw); 3. Craig DeHart (Kaw); 4. Charles Casey (Yam); 5. Rick Clark (Yam).

OPEN: 1. Jerrod Lindquist (Kaw); 2. Harry Denham (H-D); 3. Steve Mullins (Kaw); 4. Bob Fisher (H-D); 5. John Hillard (H-D).

PSHRD: 1. Kaleb Northrup (Tri); 2. Bob Fisher (H-D); 3. Terry Bailey (H-D).

SR: 1. Steve Mullins (Kaw); 2. Harry Denham (H-D); 3. Tom Rollins (Hon); 4. Larry Christ (Hon); 5. Kevin Weaver (Yam).

STK: 1. Andy Fortner (Suz); 2. Shawn Reese (Hon); 3. Tim Lambert (Kaw); 4. Kaleb Northrup (Yam); 5. Mitch Weaver (Hon).

KOTH: 1. Kaleb Northrup (Tri); 2. Andy Fortner; 3. Mark Shafer; 4. Jerrod Lindquist (Kaw); 5. John Scroggins (Hon).

400 EXHIB: 1. Andy Fortner (Suz); 2. Mark Goodman Jr. (Kaw); 3. Anthony DeHart (Hon); 4. Matt Weaver (Kaw).

FAST TIME: Brent Stewart (Yam).

Miller wins Delaware ST title

By Bruce Walls

MIDDLEFORD, DE, JUNE 27

Riders from three states - New York, New Jersey and Delaware - competed for the 1997 Delaware Short Track Championship at Seaford Speedway, and Pro rider Mark Miller dominated the title race and earned the win in 600cc Pro feature, with fellow Delawarean Bill Boram (on his Yamaha) following in second each race. Deciding the championship was a grueling 25-lap Sportsman feature on the fast fifth-mile clay oval.

Quickly dropping his wrist at the first green flag, Boram grabbed the holeshot from Miller, who was on Sportsman pole winner Miller. As they exited turn two on the first lap, Miller shot under Boram for the lead, but Mike Keene low-sided behind them, bringing out the red flag. On the second green, Miller, an overanxious J.R. Wilson jumped early, forcing another red. The third green was a charm for Miller, who rocketed to the front and was never challenged, leading to the finish.

"When I saw the halfway mark, I thought I'd never make it," admitted the Harley-Davidson of Washington, DC/Motion Pro/Bell-sponsored Miller.

In the 600cc Pro feature, Boram again grabbed the holeshot from Miller, who was on the pole. This time, Boram blasted through turn one, with Keene commanding second, followed by Miller and Wilson. On lap three, Miller moved into second and began closing in on Boram. At the halfway mark, Miller took over and never looked back.

"The track was dry, hard, rough and real slick," said Miller after his first win.

Results

600 A: 1. Bill Boram (Yam).

600 B: 1. J.R. Wilson (Hon).

600 PRO: 1. Mark Miller (H-D).

40+: 1. Mike Keene (Hus).

SPTSMM: 1. Mark Miller (H-D); 2. Bill Boram (Yam); 3. Mike Keene (Hus); 4. J.R. Wilson (Hon).



(Left) Matt George (60) battles with Red Johansen (69) during the Handshift-class action at the sixth annual Ray Hensley Memorial Short Track in Ventura, California. Ronnie Brown won the class.

(Above) Nick Sellers (43) leads Chris Waite (partially hidden) en route to his wins in the 80cc DTX and rain-shortened 80cc class at the Castle Rock TT in Washington.

Brown handles Handshift class at Ventura ST

By Robin Ryan-Neuman
Photo by Tom Hnatiw

VENTURA, CA, JUNE 28

TDC's Ronnie Brown won the highly-competitive Class C Handshift class at the sixth annual Vintage Short Track Motorcycle Races held at the Ventura Raceway. Promoted by David Hansen and the guys at The Shop, the race drew more than 3000 fans and was also billed as the Dean Hensley Memorial Short Track.

In the Class C Handshift class, which was, as always, the feature event of the night, The Shop's Randy Smith and Cannonball Carter, TDC's Ronnie Brown, and Matt and Jimmy George (all the way out from Iowa to ride the Dodge Brothers' Indians) all showed some real talent. In the end of the heated battle, Brown came out on top, followed by last year's winner, Randy Smith, on the only Harley WR in a field of Indian Scouts. Third place went to Matt George, closely followed by Charles Koog.

In the 1935-and-earlier class it was an epic Harley vs. Indian battle, with Koog and John Cameron trading heat-race wins. Cameron's beautiful J-D Harley came out on top in the main, with Eric Vaughn and Cameron taking second and third, respectively.

Mickey Alzola, aboard his 750cc Triumph, took a very popular win in the Over 50 class, battling hard with Jim McMurren on his Sprint ERS and speedway great Sonny Nutter on an Ariel. McMurren also dominated the 450-and-under American/European class.

Once again, there were so many 750s that they were split into two hotly-contested divisions. Mike Palmer won the A division and 1984 Camel Pro Rookie of the Year Jeff Johnson won the B division.

The Class C Footshift class was another popular class that had to be broken down into two divisions. The A-division win went to Chris Campos on his Omo-tuned Triumph, followed by the BSA of Rick Breuer and the beautiful but misfiring Ariel ridden by Eddie Castro. The B-division win went to Dan Waller, followed by the Triumphs of Rick Rockhold and Mike Freeberg.

In the XR750/Open class, Ventura's own Allen McBee took his Fueling-sponsored bike to a clean sweep of heat-race and main-event wins. McBee was followed every time by A.J. Herrera and Trapper McDaniel. In an impressive comeback debut, Margo King finished fourth.

Results

PRE-1936: 1. John Cameron (H-D); 2. Eric Vaughn (Ind); 3. Charles Koog (Ind); 4. Mike Williams (H-D); 5. Jerry Chinn (Ind).
O/T OPEN: 1. Mickey Alzola (Tri); 2. Jim McMurren (H-D); 3. Sonny Nutter (Ari); 4. Gordon Menzie (Enf); 5. Jim Holbrook (AJS).

0-450 AMER/EURO: 1. Jim McMurren (H-D); 2. Cary Buck (H-D); 3. Lenny Rodriguez (BSA); 4. Todd Cameron (Vel); 5. Ryan Cameron (Vel).

0-450 ASIAN: 1. Rod Lake (Hon); 2. Jesse Kreyling (Hon); 3. Brad Spencer (Hon); 4. Wayne Warrington (Hon); 5. Gary Egloff (Hon).

650-900 A: 1. Dave Maxwell (Tri); 2. Stu Cardott (Tri); 3. Chris Campos (Tri); 4. Jim Kessler (Tri); 5. Bob Waller (Tri).

650-900 B: 1. Jeff Johnson (Tri); 2. Rick Rockhold (Tri); 3. Ken Thiebaud (Tri); 4. Clyde Dennen Jr. (Nor); 5. Jim Kosa (Tri).
INDIAN ARROW: 1. Mike O'Neil; 2. Divit Dooveney; 3. Mike Mattocks; 4. Jeff Tulinius; 5. Gary Stark.

1000+: 1. John Cameron (H-D); 2. Rick Stecky (H-D); 3. Eric Vaughn (Ind); 4. Dee Cameron (H-D).

C FOOTSHIFT A: 1. Chris Campos (Tri); 2. Rick Brewer (BSA); 3. Eddie Castro (Ari); 4. Allen McBee (Tri); 5. Bill Kolkman (BSA).

C FOOTSHIFT B: 1. Dan Waller (H-D); 2. Rick Rockhold (Tri); 3. Mike Freeberg (Tri); 4. Bill Kiriakidis (Tri); 5. Gordon Menzie (Enf).

C HANDSHIFT: 1. Ronnie Brown (Ind); 2. Randy Smith (H-D); 3. Matt George (Ind); 4. Charles Koog (Ind); 5. David Dooveney (Ind).

600 PRO A: 1. Robert Damron (Rtx); 2. Danny Ritchie (Yam); 3. William Luker (Rtx); 4. Eddie Dixon (W-R); 5. John Garcia (Rtx).
XR750/OPEN: 1. Allen McBee; 2. A.J. Herrera; 3. Trapper McDaniel; 4. Marlo King.

SDCAR: 1. Bob Brayten/Parke Weaver (Hon); 2. Ross Milar/Dale Leeder (Hon); 3. Alan Hall/Dirk Votaw (Yam); 4. Joe Petralovic/John Albright (Hon); 5. Glenn McClellan/Chris Jones (Suz).

Sellers scores Castle Rock TT double

By Clay Light

CASTLE ROCK, WA, JUNE 28

Suzuki rider Nick Sellers continued his rise to the top of the 80cc ranks after winning the 80cc DTX and 80cc A classes at the rain-shortened AMA District 27 TT at the Castle Rock Clubgrounds. Luckily for Sellers and the other class winners, the Youth program, which runs prior to the bigger bikes and older riders, escaped the heavy thundershowers which have been disastrous this season, canceling six of the 12 District 27 outdoor events this summer.

KTM rider Chris Celorie made up for the problems he'd had the previous night by convincingly winning the 50cc Senior A main. Celorie beat Tyler Thompson and Carter Mann to continue his stranglehold on the class. In the 50cc Junior class, Robby Haycock led the way, ahead of Eric Brown and Jeff Still.

Tommy Haycock won the 60cc B main and came from row three in the elite 60cc A main to challenge Andy Fay and Eric DeBoer, but Fay won it by a large margin, leaving DeBoer to fend off Haycock for second.

Sellers, one of only a few riders in the past two years to beat AMA National 80cc DTX Champion Chris Waite, grabbed the lead in the early stages of the 80cc DTX final and never looked back on his way to the class win. Jerry Hansen finished second, ahead of impressive-riding Amy Pruczinski, Timmy Ricketts and Ellis.

Waite picked up a win in the 80cc D-1 class by virtue of his heatrace win ahead of Scooter Vernon and Fay in the first of two qualifiers. The second heat-race capped off Sellers' two-class sweep of the evening as he beat Ricketts and Hansen.

The 125cc contest was to follow the 80cc main events but, as with the 80cc classes, the outcomes were decided by the qualifiers. Jared St. Germaine's fine performance netted him a win ahead of Waite and Brad Smith in heat one. Heat two was good for Chris Meade, who has had his hands full with class points leader Sean Light - that is, until Light took a nasty spill and couldn't overcome a poor start on the restart to trail Meade and Jason Rosie across the finish line.

Results

P/W: 1. Elizabeth Heath; 2. Tara Tailor; 3. Bryce Cowden.
50 JR: 1. Robby Haycock; 2. Eric Brown; 3. Jeff Still.

50 SR: 1. Chris Celorie; 2. Tyler Thompson; 3. Carter Mann.
60 A: 1. Andy Fay (Kaw); 2. Eric DeBoer (Kaw); 3. Timmy Haycock (Kaw).

80 DTX: 1. Nick Sellers (Suz); 2. Jerry Hansen (Hon); 3. Amy Pruczinski (Suz).

80 A D-1: 1. Chris Waite (Hon); 2. Scooter Vernon (Hon); 3. Andy Fay (Kaw).

80 A D-2: 1. Nick Sellers (Suz); 2. Timmy Ricketts (Hon); 3. Jerry Hansen (Hon).

125 A D-1: 1. Jared St. Germaine (Hon); 2. Chris Waite (Hon); 3. Brad Smith (Kaw).

125 A D-2: 1. Chris Meade (Hon); 2. Jason Rosie (Hon); 3. Sean Light (Hon).

Stamm's the man at Rock River Riders Hillclimb

By Bud Northrup

POLO, IL, JUNE 22

Marc Stamm from Forrester, Illinois, made his first District 17 appearance of the year a very impressive one, delivering the fastest time of the day as the Rock River Riders hosted their first hillclimb of 1997. More than 140 riders from all over the midsection of the country drove in to challenge the steep and rocky 130-foot wall, entertaining more than 1500 appreciative spectators.

Stamm's fast time came in the largest and most competitive class, the 500cc class, and it didn't come easy. Stamm's first-round ride of 3.783 seconds put him in second place at the break behind "Fast" Andy Former, who carded a 3.749-second time to take the first-round lead.

In second-round action, the current points leader, Jason Northrup, who had crashed on his first run, set a new class-leading time of 3.404 seconds. Northrup knew the time wouldn't stand, though. Former proved Northrup correct first, as he topped the hill in 3.318 seconds to move into the lead. Former's lead was only momentary, though, as Luke Haas flew through the lights in a sparkling 3.256 seconds to move up on the fast-time bubble. But then Stamm "The Man" rolled up to the starting line and showed how he earned his nickname, delivering a near-perfect run up the middle of the hill and flying high over the top in a blistering 3.086 seconds to take the win and set a new fast time that no one would better the rest of this day. Tim Havercroft must have made Stamm's heart skip a beat, though, as he came close with a blazing 3.157-second run to move into second place. All the top five riders were riding Honda CR500s.

The Open Class, another crowd favorite, featured the big four-stroke fire-breathers - and some real quick times. Steve "Moon" Mullins claimed the win on his 1105cc Kawasaki rocket in 3.398 seconds, and "Wild Bill" Myers took second on his big-bore Triumph stroker with a 3.882-second run. Jerrod Lindquist (3.944), Bob Fisher (3.992) and Mike Zimmerman (4.943) filled out the top five.

Other class winners included Myles Lewis in the 50cc Automatic class, Bill Myers in the 85cc Youth class, Glenn Fuegen in the 200cc class, Eric Wheelwright in the 250cc class, Scott Havercroft in the 400cc class, and John Steffen in the Senior class.

Results

50 AUTO: 1. Myles Lewis (Hon); 2. Derek Swenson (KTM); 3. Nick Summers (Iti); 4. Randy Williams (Yam).

85 YTH: 1. Bill Myers (Hon); 2. Dan Myers (Hon); 3. Greg Liston (Kaw); 4. Jacob Bailey (Hon); 5. Becky Williams (Kaw).

200: 1. Glenn Fuegen (Kaw); 2. Kelly Senn (Kaw); 3. Anthony DeHart (Yam); 4. Jerome Beckley (Kaw); 5. Fred Toms (Kaw).

250: 1. Eric Wheelwright (Yam); 2. Andy Former (Suz); 3. Brent Stewart (Yam); 4. Anthony DeHart (Hon); 5. Brian Ballard (Suz).

400: 1. Scott Havercroft (Suz); 2. Jerome Beckley (Yam); 3. Paul Hackbarth (Yam); 4. Doug Campbell (Hus); 5. Lloyd Haas (ATK).

500: 1. Marc Stamm (Hon); 2. Tim Havercroft (Hon); 3. Luke Haas (Hon); 4. Andy Former (Hon); 5. Jason Northrup (Hon).

750: 1. Lloyd Haas (Kaw); 2. Jason Northrup (Kaw); 3. Craig DeHart (Kaw); 4. Kaleb Northrup (Tri); 5. Eric Sien (BSA).

OPEN: 1. Steve Mullins (Kaw); 2. Bill Myers (Tri); 3. Jerrod Lindquist (Kaw); 4. Bob Fisher (H-D); 5. Mike Zimmerman (Kaw).

PSHRD: 1. Kaleb Northrup (Tri); 2. Bill Myers (Tri); 3. Jim Roberts (Tri); 4. Terry Bailey (H-D); 5. Bob Fisher (H-D).

SR: 1. John Steffen (KTM); 2. Steve Mullins (Kaw); 3. Dan Brown (Kaw); 4. Craig DeHart (Kaw); 5. Roger Hackbarth (Hon).

FAST TIME: Marc Stamm 3.086 (Hon).

Hoy hauls at Hilliard Motocross

By Rupert F. Pellett

HILLIARD, OH, JUNE 20

Newark's Dickie Hoy flew his Champion Yamaha-backed YZ125 to the overall win in the 125cc Pro class, and finished a very respectable second overall in the 250cc Pro division at the Ohio Fair Race Series at the Franklin County Fairgrounds. Promoter Tab Thompson reported that in excess of 200 riders turned out to race the closed-course event.

The first 125cc Pro moto saw a nice holeshot by the screaming YZ of Hoy, but Marietta's Mike Blair was pushing his Suzuki to the knobs of Hoy's rear tire. The battle broke loose after a couple of laps, and Hoy took the win, followed by Blair, Todd Mouser, Justin Story and John Woodfork. Moto two was all business for Hoy, as he quickly jammed his machine to the front and took the moto by storm, and with it the overall win.

The 250cc Pro class was Mike Blair's domain, as the burly lad used "whiskey-throttle" through the whoops to his advantage, easily besting Hoy in second place and Story in third overall.

Results

50 (4-6): 1. Ty Bowers (Cob); 2. Ryan Ivers (Cob); 3. Corey Carr (Cob); 4. Nathan Heskett (Cob); 5. Andrew Murnane (KTM).
50 (7-8): 1. Tyler Terrell (KTM); 2. Justin Royce (Lem); 3. Riley Wimer (KTM).

65: 1. Matt McCabe Jr. (Kaw); 2. Carl Custard (Kaw); 3. Corey Anthony (Kaw); 4. Bryan Burgert (Kaw); 5. Matt Spaulding (Kaw).

80 (7-11): 1. Chris Whitcraft (Yam); 2. Jared Grabiel (Suz); 3. Dillion Watkins (Hon); 4. Kyle Ringwald (Hon); 5. Jeffrey Roelle (Yam).

80 (12-15): 1. David Whitercraft (Suz); 2. Josh Hamilton (Hon); 3. Mike McCabe Jr. (Hon); 4. Dustin Cottrill (Suz); 5. Ryan Messmer (Hon).

125 B: 1. Jeff Gibson (Kaw); 2. Shaun Kuchler (Hon); 3. Scott Kuchler (Hon); 4. C.J. Leach (Yam); 5. Nick Fifield (Hon).

125 PRO: 1. Dickie Hoy (Yam); 2. Mike Blair (Suz); 3. Todd Mouser (Suz); 4. Justin Story (Hon); 5. John Woodfork (Kaw).

250 B: 1. Adam Smith (Hon); 2. Dale Slabaugh (Suz); 3. Joe Snyder (Hon); 4. Matt Mathias (Suz); 5. Brannon Kilbarger (Yam).

250 PRO: 1. Mike Blair (Suz); 2. Dickie Hoy (Yam); 3. Justin Story (Hon); 4. Billy Walker (Suz); 5. Richard B. Robinson (Hon).

25+: 1. Justin Story (Hon); 2. Kris Ross (Hon); 3. Clair Story (Hon); 4. David McWilliams (Hon); 5. Gerry Bennett (Hon).

30+: 1. Richard B. Robinson (Hon); 2. Tab Thompson (Hon); 3. Clair Story (Hon); 4. Gerry Bennett (Hon); 5. Joseph Speakman (Hon).

OPEN B: 1. Greg Evans (Hon); 2. Jim Wittman (Hon); 3. Larry Shumaker (Hon); 4. Mark Adkins (KTM); 5. Dale Ringwald (KTM).

Ballard on at Florida Regional MX

By Kyle Myers

OCALA, FL, JUNE 27-28

More than 400 riders from 12 states competed in the Southeast Youth Regional Qualifier for Loretta Lynn's, held at the Florida Motorsport Complex, and J.B. Ballard was the top 125cc rider of the weekend as he won all six motos in the 125cc Stock and Modified divisions.

On the first day of racing, Ballard, on his P.E.-backed RM, pulled holeshots in all four motos and led every lap to take the race wins. On Sunday, the 125cc Stock and Modified classes ran their final moto and Ballard passed a quick-starting Josh Whitmire in both motos on the opening circuit to score the moto and overall wins.

In the hotly contested 85cc (9-13) Modified division, a pre-qualifier was held to narrow the 57 riders down to 40 for the three main motos. Team Green/HSKS/Fox-backed James Stewart topped all three motos, over fellow KX rider Dan Truman and teammate Edgardo Rojas.

Bryan Johnson also won two divisions, topping the 60cc (10-11) class by winning all three motos, over Nick Evennott and Matt Goerke. Then Johnson won the 80cc (7-11) division, over Shane Lusk and Stewart.

The surprise ride of the weekend belonged to Thor/Boyesen/HSKS-backed Ryan Davis. Davis won the Super Mini class and the 80cc (14-15) Stock division. Davis easily won all three Super Mini motos and went 1-2-2 for the overall in the 80cc (14-15) Stock class, with Josh Faustiono and Aaron Lindsey rounding out the top three.

Lindsey won the 85cc (14-15) Modified division after just receiving the doctor's okay to ride after having suffered a broken arm and leg in a practice crash in May.

Results

P/W STK (4-6): 1. Bubba Crosby (Cob); 2. Max Rash (Cob); 3. Justin Ashburn (Cob); 4. Jeff Faeché (Cob); 5. Brad Bollmann (Cob).

P/W STK (7-8): 1. Ricky Renner (Lem); 2. Kyle Keylon (Cob); 3. T.J. Rhonelli (Cob); 4. Cole Boutwell (Cob); 5. Mike Nicolini (Cob).

60 STK (7-9): 1. Josh Davis (Kaw); 2. Chase Revell (Kaw); 3. Randy Gamble (Kaw); 4. Jake Griffis (Kaw); 5. Ricky Renner (Kaw).

60 STK (10-11): 1. Bryan Johnson (Kaw); 2. Nich Evennou (Kaw); 3. Matt Goerke (Kaw); 4. Rich Sheriff (Kaw); 5. Dale Kump (Kaw).

80 STK (7-11): 1. James Stewart (Kaw); 2. Edgardo Rojas (Kaw); 3. Dan Truman (Kaw); 4. Derrick Fisher (Suz); 5. Troy Adams (Yam).

80 MOD (9-13): 1. Bryan Johnson (Kaw); 2. Shane Lusk (Yam); 3. James Stewart (Kaw); 4. Justin Applewhite (Hon); 5. Matt Miller (Suz).

80 STK (12-13): 1. Troy Adams (Yam); 2. Derrick Fisher (Suz); 3. Nick Vargo (Suz); 4. Chris Corkel (Suz); 5. Jon Sander (Yam).

80 STK (14-15): 1. Ryan Davis (Kaw); 2. Josh Fastino (Suz); 3. Aaron Lindsey (Yam); 4. Casey Barnes (Suz); 5. Danny Smith (Hon).

80 MOD (14-15): 1. Aaron Lindsey (Yam); 2. Ryan Davis (Kaw); 3. Tyson Hadsell (Yam); 4. Jason Bell (Hon); 5. Casey Barnes (Suz).

125 STK (12-15): 1. J.B. Ballard (Suz); 2. Jerad Black (Yam); 3. Clint Shealy (Yam); 4. Josh Capps (Kaw); 5. Josh Whitmire (Suz).

125 MOD (12-15): 1. J.B. Ballard (Suz); 2. Josh Whitmire (Suz); 3. Kyle Farnell (Yam); 4. Clint Shealy (Yam); 5. Josh Capps (Kaw).

S/MINI: 1. Ryan Davis (Kaw); 2. Spencer Jones (Kaw); 3. Drew Kain (Kaw); 4. Brian Gray (Yam); 5. Chad Minter (Kaw).

WMN: 1. Jessica Patterson (Kaw); 2. Makesha Hoyle (Hon); 3. Beth Rewis (Yam); 4. Patty Whitehorse (Suz); 5. Nicole Flanders (Suz).

Simonsen smokes Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 5

J.P. Simonsen, Grand National Dirt Track number 37, became the latest rider to notch a win in the Expert class at the Castle Rock Clubgrounds, scoring a popular win in front of his hometown crowd at the AMA District 27 Dirt Track event. The past several years have been a one-rider show, with Dan Stanley grabbing most of the wins. But with Stanley's departure to contest the Grand National circuit, Simonsen became the fourth winner thus far in the season.

Jeff Annen was the winner of the first of the three Expert qualifiers. Following Annen to the finish were Eli Price and Christian Vernon. Oregon's Rex Fisher handily won the second heat race, ahead of Spokane's Steve Smith and Jeff Hiatt, while the third and final heat went to Simonsen. Simonsen slid underneath veteran Don Wilson for the win. Third went Eric Rickman's way. A single eight-rider semi also took three to the final. Speedy Kell and Lonnie Kopp battled back and forth until Kell took it for keeps. Kopp and Del Schnitzer were the final two qualifiers.

Fisher sat on the pole position for the 12-rider, 15-lap main event, but it was Simonsen leading the way out of the dogleg after Fisher got out of shape. Simonsen, though, wouldn't get rid of Fisher easily, as Fisher loomed in Simonsen's shadow for the first seven laps. Then Wilson crashed, bringing out the red flags and thus a restart.

Kell made the best of the single-file restart by jamming his way into fourth, behind Simonsen, Fisher and Annen. Annen relegated Fisher to third shortly thereafter, followed by Kell, Price and Smith. Simonsen maintained a slim lead to the finish - his season-best finish in first. He was followed by Annen, Fisher, Kell, Price and Schnitzer, who charged through traffic after a poor start to finish sixth.

Josh Currey posted an impressive win in the 600cc Pro-Am class, his first win as a Pro-Am. Currey's win was in start-to-finish style but, luckily for Currey, seasoned riders Steve Arndt and Todd Hagmann were recipients of bad starts. Pete Metcalf, a previous winner here, trailed Currey but couldn't make a move and netted second ahead of Idaho's Arndt, Terry Akin and Frank Marker.

Suzuki-mounted Robert Rosie ran out in front of the 250cc A main but found out - just like everyone else this season - that Kurt Hawk is tough to beat. Hawk spent two laps trying to find a way around Rosie, finally showing a wheel under him on lap three. Hawk then opened up a big lead to beat Rosie, Jeff Rister, Jake Holden and class newcomer Daniel Adkins at the finish.

Results

50 SR: 1. Chris Celorie.

60 A: 1. Andy Fay (Kaw); 2. Eric DeBoer (Kaw); 3. Timmy Haycock (Kaw); 4. Mark Studebaker (Kaw); 5. Brenton Schnitzer (Kaw).

80 A: 1. Nick Sellers (Suz); 2. Chris Waite (Hon); 3. Timmy Ricketts (Hon); 4. Michael Rochester (Hon); 5. Amy Pruszenski (Suz).

80 DTX: 1. Nick Sellers (Suz); 2. Michael Rochester (Hon); 3. Timmy Ricketts (Hon); 4. Jerry Hansen (Hon); 5. Amy Pruszenski (Suz).

125 A: 1. Chris Waite (Hon); 2. Chris Meade (Hon); 3. Jared St. Germaine (Hon); 4. Brad Smith (Kaw); 5. Sean Light (Hon).

250 A: 1. Kurt Hawk (Hon); 2. Robert Rosie (Suz); 3. Jeff Rister (Yam); 4. Jake Holden (Hon); 5. Dan Adkins (Hon).

OPEN A: 1. Tony Fox (Rtx); 2. Jeff Rister (Yam); 3. Kris Anderson (Hon).

EX: 1. J.P. Simonsen (Hon); 2. Jeff Annen (W-R); 3. Rex Fisher (Rtx); 4. Speedy Kell (Rtx); 5. Eli Price (Rtx).

PRO-AM: 1. Joshua Currey (Rtx); 2. Pete Metcalf (Rtx); 3. Steve Arndt (Rtx); 4. Terry Akin (Rtx); 5. Frank Marker (Yam).

30+ OPEN: 1. Mark Studebaker (Hon); 2. Tony Fox (Rtx); 3. Robert Loose (Rtx).

30+ 250: 1. Robert Rosie (Suz); 2. Dan Kirk (Hon); 3. Todd Hill (Yam).

40+ A: 1. Dan Kirk (Hon); 2. Ed Byers (Hon); 3. Alan Morinville (Rtx); 4. Gary Beach (H-D); 5. Dick Slusher (Nor).

40+ B: 1. Craig Renfro (Hon); 2. Dave Mahler (Hon).

VINT TW: 1. Dick Slusher (Nor); 2. Willie Ward (Yam); 3. Gary Beach (H-D).

VINT SGL: 1. Alan Morinville (Hon).

VINT 250: 1. Jason Rosie (Hon); 2. Todd Hahne (Suz); 3. Robert Rosie (Hon).

DTX 250: 1. Jake Holden (Hon); 2. Kurt Hawk (Hon); 3. Matt Schweitzer (Hon).

Francis fastest at White Sands MX

By Matt Draper

ASHLAND, NE, JUNE 22, 1997

Kansas' Cory Francis overcame blistering heat - as well as all of his competition - during a four-moto sweep of 125cc Expert and Open Outlaw action at White Sands Raceway. The Jeff Ferrin-prepared track was groomed to perfection, despite severe thunderstorms that rumbled through the Omaha/Lincoln area early Saturday, spawning a few twisters along the way.

In the first 125cc Expert moto, Francis grabbed the DNS Off-Road Products holeshot award and never looked back. Early in the race, Nick Delozier provided some pressure but bobbed during lap one, clearing the way for Rob Hogenmiller to take over second. Delozier would stay close, along with Brandon Hoff, looking for a way to regain the number-two slot. By the third lap, the second-, third-, and fourth-place riders had battled themselves into a seven-second deficit behind Francis. By now, Hogenmiller was holding things up, and Hoff decided enough was enough. The YZ-mounted youngster cleverly worked the inside lines, getting around Delozier and on the last lap carried more speed through a double-double section, sticking a textbook block pass on Hogenmiller in a right-hander before the whoops. Hogenmiller finished third, while Delozier coasted his KX125 to fourth.

In moto two, things were a little different. The hot and windy conditions dried the track out quickly. The grounds crew watered the circuit in an effort to reduce the dust and in the process made things a little tricky for the riders.

"I knew after the parade lap if you keep it on two wheels, you win," Francis, the eventual winner, said. "It felt really slick out there."

His words proved prophetic as he again pulled the holeshot and simply kept it upright all the way to the checkers. Meanwhile, Delozier, who again pressured Francis early and actually passed him brazenly on the outside of an ultra-slippery sweeper, was the first to fall shortly after the pass. Hogenmiller tried to spice things up by jumping into a "no-landing zone" occupied by Delozier and Hoff, and, in doing so, his pass attempt for second landed him in fourth. He would later crash but hang on to finish fourth. After Francis, Hoff was clearly the most consistent rider, working his way up to second after being down as much as 10 seconds to the leader. Hoff closed the gap to three seconds at the finish after picking his way around numerous fallen riders and lappers, followed by Andrew Weickhorst, Hogenmiller, and the frustrated Delozier, who tossed his goggles prior to finishing fifth.

Results

50 (4-6): 1. Ricky Draper (KTM); 2. Aaron Cox (Cob); 3. Libby Hoover (Yam).

50 (7-8): 1. Brian Goddard (Lem); 2. Matt Munsterman (KTM).

60: 1. Tanner Moore (Kaw); 2. Tim Cigelman (Kaw).

80 NOV: 1. Justin Kurtenbach (Kaw); 2. Adam Daniels (Hon); 3. Tim Davis (Hon); 4. Danny Smith (Kaw); 5. Derick Thomas (Yam).

80 INT: 1. Brooks Innes (Hon); 2. Mark Schafman (Hon); 3. Preston Dolan (Hon); 4. Mike Cigelman (Kaw); 5. Nick Vodicka (Kaw).

80 EX: 1. Tyler Grossenbacher (Suz); 2. Ryan Dirks (Yam); 3. Chris Hoover (Hon); 4. Boomer Jones.

125/250 BEG: 1. Josh Roberts (Kaw); 2. Alan Housh (Kaw); 3. Kelly Robinson (Kaw); 4. Steve White (Suz); 5. Art Erickson (Hon).

125 NOV: 1. Ryan Knapp (Hon); 2. Vince Tesinsky (Suz); 3. Ryan Cox (Yam); 4. Joe Vachal (Yam); 5. Boomer Jones (Kaw).

125 INT: 1. Don Bolte (Kaw); 2. Jamie Smith (Hon); 3. Dean Joslyn (Suz); 4. David Turk (Yam); 5. Ryan Dirks (Yam).

125 EX: 1. Cory Francis (Suz); 2. Brandon Hoff (Yam); 3. Rob Hogenmiller (Hon); 4. Andrew Weickhorst (Hon); 5. Nick Delozier (Kaw).

125 OPEN AM: 1. Dean Joslyn (Suz); 2. Don Bolte (Kaw); 3. Ryan Knapp (Hon); 4. Justin Finley (Yam); 5. David Wesley (Hon).

250 NOV: 1. Jason Havel (Suz); 2. Kelly Jordan (Kaw); 3. John Anderson (Suz); 4. Pat Masonbrink (Suz); 5. Matthew Fleming (Hon).

250 INT: 1. Jamie Smith (Hon); 2. Don Bolte (Kaw); 3. Jim Hertz (Hon); 4. Josh McMullen (Suz); 5. Mike Holmes (Hon).



(Above) Ricky Draper won both motos in the 50cc (4-6) class at White Sands MX in Nebraska.

250 EX: 1. Andrew Weickhorst (Hon); 2. Rob Hogenmiller (Hon); 3. Steve Murray (Kaw); 4. Brandon Swadley (Hon); 5. Bruce Staples (Hon).

OPEN OTLW: 1. Cory Francis (Suz); 2. Steve Murray (Kaw); 3. Rob Hogenmiller (Hon); 4. Nick Delozier (Kaw); 5. Joe Vachal (Yam).

VET: 1. Don Bolte (Kaw); 2. Scott Bowe (Suz); 3. Bill Hoff (Hon); 4. Jim Harte (Hon); 5. Rob Thornton (Hon).

Beck beats them at Cable Creek HS

By Toni Proffer-Capretta

TORONTO, OH, JUNE 29

Dan Beck battled for the overall win at round two of the Proffer Promotions Black Coal Series. Beck, on his Dirt Works KTM, ran a tight race with KTM-mounted Rich Bryan. Bryan and Beck ran tire to tire for the entire two-hour race, switching leads back and forth, but it was Beck at the checkered flag. Bryan did land the Open-class win, chased in by Eric Houck on a Maico. Both riders had a lap on the rest of the class at the finish.

Coming across the line in third overall was the 90-200cc winner, Suzuki rider Bobby Hudnall. Hudnall led his class for all but the first lap. Leading that first lap - and taking second for the day - was Tom Derby, also on a Suzuki.

Dominating the Four-Stroke class on his 400cc KTM was Don Bohn. Bohn was the only rider in his class to finish on the same lap as the leaders, coming in fourth overall.

The win in the competitive Senior class went to Suzuki racer Clark Munger, after a heated battle with Dave Powell on his Honda.

Putting in some impressive rides were the two winners of the Woodsman (Beginner) class. Beating out a field of nearly 30 riders and holding first and second the entire race were Greg Bowling and Jeff Melik.

On the Saturday night before the race, Proffer Promotions hosted the second annual Cable Creek Barbecue.

Results

O/A: Dan Beck (KTM).

P/W: Charlie Huegel; 2. Dan Dunham; 3. Jonathan Dunham; 4. Brad Sherwood; 5. Chad McElroy.

JR MINI: 1. Ryan Hiscox; 2. Eric Noel; 3. Chad Tallman; 4. Joey Jenkins; 5. Johnny Woodford.

SR MINI: 1. Cole Calkins; 2. Justin Maxwell; 3. Bruce Ramsey; 4. Josh Powell; 5. Mike Mihalik.

90-200: 1. Bobby Hudnall (Suz); 2. Tom Derby (Suz); 3. Tim Mossberger (Kaw); 4. Dave Ash (Yam); Tom Eschtruth (KTM).

250: 1. Gary Hietala (Kaw); 2. Mark Sherwood (KTM); 3. Aaron Johns (Yam); 4. Fred Cybulski (Kaw); 5. Adam Beck (KTM).

OPEN: 1. Rich Bryan (KTM); 2. Eric Houck (Mai); Charlie Huegel (Hus); 4. Dino Colaianni (KTM); 5. Terry Copen (KTM).

4-STRK: 1. Don Bohn (KTM); 2. Todd Conrady (Hsb); 3. Ryan Morain (Hon); 4. Ryan Pavlasek (Hon); 5. Matt Bostian (Hon).

SR 1: 1. Clark Munger (Suz); 2. Dave Powell (Hon); 3. James Stahler (Suz); 4. Douglas Noll (Hon); 5. Dan Raber (KTM).

SR 2: 1. Mick Dorman (KTM); 2. Mark Mihalik (Kaw); 3. Ray Bible (Yam); 4. Rick Thompson (Kaw); 5. Bruce Ramsey (Yam).

5/SR: 1. John Gallagher (KTM); 2. Larry Kale (ATK); 3. Tom Rickbrodt (Hon).

BMBR: 1. August Haupt (Hon); 2. David Kale (Mai); 3. Terry Gagich (Hus); 4. Paul Balazs (Rok); 5. Melvin Woodford (Hon).

WDSMN: Greg Bowling (Hon); 2. Jeff Melik (Kaw); 3. Reese Jones (Suz); 4. Denny Aradi (Suz); 5. Mark Triscilla (KTM).

Chamberlin charges at Showdown hillclimb

By Ken James

MOUNTAIN VIEW, WY, JUNE 21-22

Concern about disturbing possible fossil records that may exist in the Badlands of southern Wyoming delayed permits from the Bureau of Land Management, but Shannon Chamberlin of Billings, Montana, had a title to defend. Chamberlin charged the 630-foot hill in the Showdown class on his 1500cc Evolution Harley-Davidson Sportster at 19.630 seconds for first-place money and the Wyoming State Champion.

A paleontologist petitioning the BLM to close another riding area has placed the future of the Wyoming State Championship Hillclimb in jeopardy.

Presented by the Southern Wyoming Dirt Riders and the North American Hillclimbers Association, Sunday's Showdown class was filled with the top five finishers in the Exhibition classes, which Chamberlin quickly took charge of. Not content, though, to sit back and relax, Chamberlin let his time on his Harley stand, while he jumped on his Honda CR500 and proceeded to lock in second place. Travis Whitlock finished third.

Although Chamberlin was the one with a target on his back, nobody gave him anything. The Showdown developed into a real knock-down, drag-out battle - and some really great entertainment. Lack of moisture allowed the clay topsoil to be scrubbed down to rocks and sandstone in many places. Riders who strayed off the track quickly bogged down in power-robbing, bermed-up sections.

Whitlock, along with Dave Johnson, Larry Coleman, Mel Kimball and Kelly Braswell, all took shots at the champ. Whitlock's first place in the Pro Modified 601-Open class and Beer's first place in the Pro Modified 251-600cc class made these the only classes that Chamberlin didn't win - but he still placed second and third, respectively.

In Saturday's action, local veteran Widow-maker Hillclimber Mark Cox earned first-place trophies in the 250cc Modified and 251-500cc classes. Mark's 11-year-old daughter, Shantel Cox, took first place in the Powder Puff class in her first-ever hillclimb.

Whitlock won the Trophy dash and Jon Smith won the 250cc Exhibition class. Smith also took first in the 0-450cc Four-Stroke class.

Results

CHAMPION: Shannon Chamberlin (H-D). TROPHY DASH: Travis Whitlock (Yam).

0-50: 1. Westin Kimball (Yam); 2. Colby Peck (Yam); 3. Kyler Kimball (Yam).

51-60: 1. Jason Smith (Kaw); 2. Zackery Peterson (Kaw); 3. Brooke Peterson (Kaw).

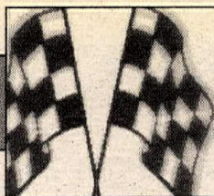
61-80: 1. Jason Smith (Kaw); 2. Chase Bastian (Yam); 3. Anthony Cox (Yam).

81-125: 1. Jason Smith (Kaw); 2. Justin Howell (Hon); 3. Marc Zancanella (Hon).

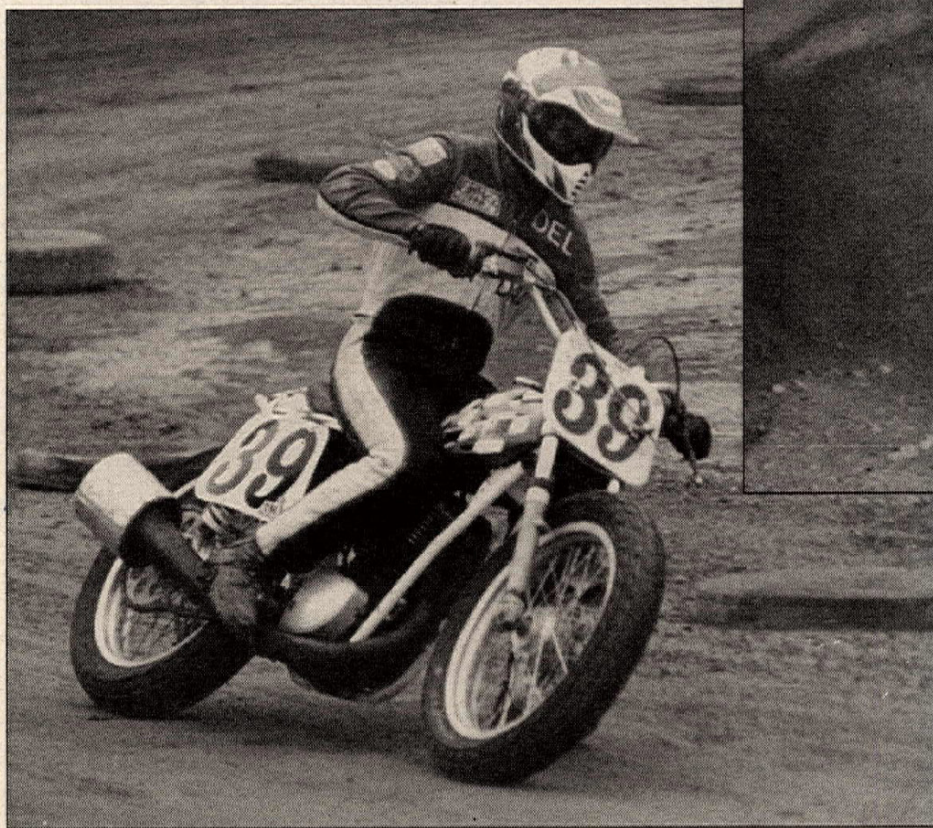
250 EXHIB: Jon Smith (Kaw); 2. Travis Whitlock (Hon); 3. Jeremy Padgett (Suz).

250-700 EXHIB: 1. Shannon Chamberlin (Hon); 2. Mel Kimball (Hon); 3. Kelly Braswell (Hon).

701-OPEN EXHIB: 1. Shannon Chamberlin (H-D); 2. Larry Coleman (H-D); 3. Dave Johnston (Suz).



EVENTS



(Left) Del Schnitzer topped the Expert main at the Castle Rock TT in Washington. (Above) Shawn O'Brien explodes a berm en route to his 1-1 moto sweep of the 125cc Intermediate class during a CRC Night Motocross in Palmdale, California.



After a lengthy 125cc Beginner first-moto battle with Brad Robinson, Ben Stuelke took the win when Robinson went down. C.J. Tisinger came back to smoke Stuelke in round two and earn the biggest trophy with 2-1 finishes.

Results

P/W (7-9): 1. Ken Slater (Yam); 2. Zack Williams (Yam); 3. Kameron Robinson (Yam).
S/STK (4-6): 1. Logan Russell (KTM); 2. Haydon Commans (KTM).
S/STK (7-9): 1. A.C. Jolley (Cob); 2. Timmy Ritzler (Lem); 3. Lance Coury (KTM); 5. Anthony Mouoz (KTM).
MOD (4-6): 1. Jacob Buelna (Lem).
MOD (7-9): 1. Nicholas Evans (KTM); 2. Colton James (Lem).
BG TRK: 1. Colton James (Lem); 2. David Medina (Act); 3. Lance Coury (KTM); 4. Shawn Rhinehart (Lem); 5. Timmy Ritzler (Lem).
60 BEG: 1. Colton James (Kaw).
60 (0-8): 1. Tye Hames (Kaw).
60 (9-11): 1. Ryan Roybal (Kaw); 2. Garrett Norr (Hon); 3. Bob Cobb (Kaw).
80 BEG: 1. Blake Margheim (Yam); 2. Robert Clark (Hon); 3. Chris Epper (Yam); 4. Damien Jolley (Suz); 5. Ryan Tisinger (Suz).
80 (7-11): 1. Anthony Barbacovi (Yam); 2. Ryan Roybal (Hon); 3. Matt Gomez (Suz).
80 (12-13): 1. Shane Smith (Hon); 2. Chris Norr (Suz).
80 (14-16): 1. John Simanovich (Hon); 2. Josh Street (Yam); 3. Chris Elliott (Yam).
B/W: 1. Chad Frank (Hon).
125 BEG: 1. C.J. Tisinger (Suz); 2. Ben Stuelke (Suz); 3. John Means (Kaw); 4. Shay Garcia (Hon).
125 NOV: 1. Kris Blomdahl (Suz); 2. Brent Gilliam (Suz); 3. David Johnson (Suz); 4. Terry Gastouniotis (Yam).
125 INT: 1. Shawn O'Brien (Suz); 2. Nick Mairose (Hon); 3. George La Monte (Hon).
125 PRO: 1. Justin Evans (Suz).
250 BEG: 1. Adam Quick (Hon).
250 NOV: 1. Brian Shaleen (Yam); 2. Mike Tomlinson (Yam); 3. Tim Konkol (Yam); 4. Charles Galles (Suz).
250 INT: 1. Robbie Dunham (Yam); 2. Tony Biernert (Kaw).
250 PRO: 1. Ryan Carlisle (Hon).
500 BEG: 1. Jonnie Little (Suz).
JR VET BEG: 1. Tim Crawford (Suz); 2. Shy Moshe (Suz); 3. Rami Sarfati (Hon).
JR VET NOV: 1. Brad Pietro (Suz); 2. Assaf Alush (Hon); 3. Dennis Urban (Suz); 4. Larry Page (Yam); 5. Walt Dorsa (Hon).
JR VET INT: 1. Chuck Kober (Suz); 2. Tim Konkol (Yam); 3. Terry Gastouniotis (Yam).
VET BEG: 1. Tami Rice (Kaw); 2. Darren Schamber (Hon); 3. Nate Kidder (Hon).
VET NOV: 1. John Knight (Hon); 2. Jack Miller (Yam); 3. Darrell Sanders (Yam); 4. John Jackson (Kaw); 5. Chris Bergstrom (Yam).
VET INT: 1. Tony Biernert (KTM); 2. Ed Tripp (Hon); 3. Randy Wilkins (Suz); 4. Jerry Asher (Hon).
VET PRO: 1. Jimmy Roberts (Hon).
SR AM: 1. Rens Benson (Hon); 2. Michael Burnett (Suz).
SR EX: 1. Greg Williams (Hon); 2. Bob Dunham (Yam); 3. Andy Gill (Yam); 4. Norm Schiel (Hon); 5. John Alden (Yam).
O/T JR VET: 1. Mark Horton (Yam); 2. Jon Lundberg (Yam); 3. Martin Firestone (Hon); 4. Larry Williams (Hon).
O/T NOV: 1. Frank Derby (Hon); 2. Rich Stuelke (ATK); 3. John Webb (Hon); 4. Terry Trullinger (Yam); 5. Bob Klatt (Hon).
O/T AM: 1. Richard Bealer (Yam); 2. Ken Beach (Hon); 3. Don Meiner (Hon).
O/T EX: 1. Gary Willison (Kaw); 2. Herb Allen (Kaw); 3. Charles Howell (Yam); 4. Phil Black (Hon); 5. Robert Fiesler (Hon).
O/T MSTR A: 1. Willie Kennedy (Hon); 2. Steve Clark (Suz).
O/T MSTR B: 1. Scott Freeman (Hon); 2. W.G. Wilson (Suz); 3. Mike Chesbro (Hon); 4. Norm Schiel (Hon); 5. Dan Bernardino (Suz).

Schnitzer scores Castle Rock TT win

By Clay Light

CASTLE ROCK, WA, JUNE 27

Del Schnitzer overcame the threat of potential rain - and a last-lap onslaught by Speedy Kell - to become the latest Expert to score a win during AMA District 27 TT action in Dan Stanley's absence at the Castle Rock Clubgrounds.

Schnitzer rode defensively in the first Expert heat race, in which he won, but had several riders trying to take the lead away from him. J.P. Simonsen, Christian Vernon and Rex Fisher all took a shot at Schnitzer, but to no avail. Kell and

Eli Price ran ahead of the second Expert heat race, but it was Price pushing past Kell for a win ahead of Kell and Steve Pruczinski.

Pole sitter Schnitzer grabbed the lead right off the line at the start of the Expert main event and quickly built up a slim lead over Price and Kell. Kell ran a variety of different lines while trying to get around the impressive-looking Price, then held the throttle on longest into the dogleg to nab second. Kell then made an incredible charge to close in on Schnitzer, challenging him during the final three laps. Kell's charge fell short, netting Schnitzer his first win of the season.

Another impressive charge belonged to Fisher, who closed in on Price after a poor start. But Fisher's fine ride came to an end, handing the fourth-place spot to Simonsen, who also started poorly but forged ahead of several riders, including the fifth-place finisher, second-year Expert Christian Vernon, who was making his comeback ride after an injury-induced layoff.

Pete Medcalf notched his name among the Pro-Am riders' elite after a convincing Pro-Am main-event win, having led from start to finish. And, despite the looming advances of Frank Marker, Medcalf also took advantage of poor starts by normal class front-runners Todd Hagmann and Beau Brown to nab a huge win. Marker, Hagmann, Josh Currey and Bruce Scott followed.

Dan Kirk beat fellow Honda rider Vince Holt, the class District Champion, in the Over 40 A main, but his hopes of a double-class whammy was put to rest as Tony Fox overtook Kirk in the Open A main to relegate the local rider to second, ahead of Jamie Farrow, Scooter Vernon and Eric Beers.

Results

50 JR: 1. Robby Haycock; 2. Eric Brown; 3. Jeff Still.
50 SR: 1. Tyler Thompson; 2. Carter Mann; 3. Chris Celorie.
60 A: 1. Andy Fay (Kaw); 2. Eric DeBoer (Kaw); 3. Jacob Ellis (Hon).
80 A: 1. Chris Waite (Hon); 2. Scooter Vernon (Hon); 3. Jerry Hansen (Hon).
80 DTX: 1. Amy Pruczinski (Suz); 2. Jerry Hansen (Hon); 3. Jacob Ellis (Yam).
125 A: 1. Chris Waite (Hon); 2. Jared St. Germaine (Hon); 3. Brad Smith (Kaw).
250 A: 1. Eric Beers (Hon); 2. Robert Rosie (Suz); 3. Matt Schweitzer (Hon).
PRO AM: 1. Pete Medcalf (Rtx); 2. Frank Marker (Yam); 3. Todd Hagmann (Rtx); 4. Josh Currey (Rtx); 5. Bruce Scott (Hon).
EX: 1. Del Schnitzer (Rtx); 2. Speedy Kell (Rtx); 3. Eli Price (Rtx); 4. J.P. Simonsen (Hon); 5. Christian Vernon (ATK).
OPEN A: 1. Tony Fox (Rtx); 2. Dan Kirk (Hon); 3. Jamie Farrow (Hon).
VINT SGL: 1. Garry Roller (Suz); 2. Allen Morrinnville (Hon); 3. Troy Renfro (Yam).
40+ A: 1. Dan Kirk (Hon); 2. Vince Holt (Hon); 3. Ward McKee (KTM); 4. Craig Renfro (Hon); 5. Allen Morrinnville (Rtx).

Hedden takes Auburn Speedway feature

By M. Sober

AUBURN, CA, JUNE 27

Northern California's current speedway points leader, Bobby "The Blaze" Hedden, extended his modest midseason points cushion with a nice win in the Scratch main at Auburn Speedway. Coincidentally, the entire night's event was dedicated to longtime speedway supporter Peterich Cycle, one of Bobby Hedden's primary sponsors.

Hedden was the pole sitter in the Scratch main, with Bart Bast, Chad Felicio and former Junior National Champion Matt Becker completing the field in lane four. Hedden seemingly had his clutch fingers hard-wired to starter Mark Joiner's cadence as he got away from the starting area in convincing fashion, leading the quartet into the first turn. To no one's surprise, Bast was also away quick and already looking for a way around the leader when, to everyone's surprise, he spiraled to the ground all alone in the

PRO MOD 251-600: 1. Dusty Beer (KTM); 2. Shannon Chamberlin (Hon); 3. Travis Whitlock (Hon).

PRO MOD 601-OPEN: 1. Travis Whitlock (Yam); 2. Larry Coleman (H-D); 3. Shannon Chamberlin (H-D).

40+: 1. Leroy Ebeling (Hon); 2. Russel McCoy (Yam); 3. George Sauer (Hon).

O/T 40-49: 1. Russel McCoy (Hon); 2. Leroy Ebeling (Hon); 3. Don David (Hon).

50+: 1. George Sauer (Hon); 2. Don David (Yam).

SR 50+: 1. Don David (Yam); 2. George Sauer (Hon).

SHOWDOWN C'SHIP: 1. Shannon Chamberlin (H-D); 2. Shannon Chamberlin (Hon); 3. Travis Whitlock (Hon).

250 MOD: 1. Mark Cox (Hon); 2. Troy Malone (Kaw); 3. Kent Morris (Hon).

500 MOD: 1. Travis Whitlock (Hon); 2. John Howell (Hon); 3. Russell McCoy (Yam).

0-450 4-STRK: 1. Jon Smith (ATK); 2. Steven James (Hon); 3. Richard James (Hon).

451-OPEN 4-STRK: 1. Steve Mann (Hon); 2. Russell Jensen (Yam); 3. Jon Smith (ATK).

126-250 PRO 1: 1. Travis Whitlock (Hon); 2. Jon Smith (ATK); Brandon Whitlock (Hon).

126-250 PRO 2: 1. Greg Belnap (Kaw); 2. Trent Malone (Suz); 3. Ted Parkyn (Hon).

251-500 AM: 1. Mike McWillis (Hon); 2. Doug Chapman (Hon); 3. Andy Gallegos (Hon).

251-500 PRO: 1. Mark Cox (Hon); 2. Kelly Peterson (Kaw); 3. Greg Belnap (Kaw).

PP: 1. Shantel Cox (Yam); 2. Chelsi Cox (Yam); 3. Brooke Peterson (Hon).

Corsetti, Annen, Kopp on top at Spokane half mile

By Clay Light

SPOKANE, WA, JUNE 20-21

Mark Corsetti came all the way up to Spokane from San Mateo, California, but his lengthy trek was well worth it as the Rotax rider took the majority of the weekend's loot at the Spokane Play Fair Race Track's 5/8-mile oval.

On Friday night, Corsetti won the 600cc Expert main event, then backed it up with a win in the 600cc Dash For Cash to dominate the first of two nights of racing. However, Washington's Jeff Annen, also Rotax-mounted, put a stop to what looked like a clean sweep by Corsetti by winning Saturday night's 600cc Expert main event.

Seasoned veteran Lonnie Kopp put the Doug Donnelly-tuned Harley-Davidson XR750, formerly ridden by cousin Joe Kopp, into the winner's circle on Friday night after jumping out in front of Steve Liberty and Steve Arndt in the 750cc final and maintaining a large lead to the finish. Liberty netted second place, while Arndt, who was making his 750cc debut aboard the Dave Harris-prepped XR750, took the third spot.

Hagmann had similar success in the Pro-Am final, wasting no time at all in taking control of the field. Behind Hagmann was a battle for second between Arndt and Beau Brown, a spot which would go Arndt's way, ahead of Brown and Josh Currey.

Corsetti and fellow Californian Steve Mayfield clashed in the 600cc Expert main event, but the outcome was similar - as it was in the Dash for Cash, Corsetti came out on top, but in this race it was Mayfield placing second ahead of Annen and Eli Price.

Annen became \$560 richer after winning Saturday night's 600cc Expert main event by a huge margin. Steve Smith, a second-year Expert, and Corsetti provided all of the action behind Annen, while it was Smith scoring a popular

second-place finish in front of his hometown crowd. He finished ahead of Corsetti - who earlier had won the Expert Dash for Cash - and Rex Fisher, Ryan Anderson and Rusty Yamamoto.

Other class winners on Saturday night included Arndt, who beat Hagmann and Brian Watson for the 600cc Pro-Am win, and 750cc Expert winner Ron Yamamoto, who, despite his diminutive stature, carded a big performance to beat Lonnie Kopp and Matt James. James later came back to win the Vintage Twin final, beating Chuck Joyner, a former GNC National winner.

Results

Friday

600 EX: 1. Mark Corsetti (Rtx); 2. Steve Mayfield (Rtx); 3. Jeff Annen (Rtx).

600 EX DFC: 1. Mark Corsetti (Rtx); 2. Jeff Annen (Rtx); 3. Eli Price (Rtx); 4. Steve Mayfield (Rtx).

600 PRO AM: 1. Todd Hagmann (Rtx); 2. Steve Arndt (Rtx); 3. Beau Brown (Rtx).

750 EX: 1. Lonnie Kopp (H-D); 2. Steve Liberty (H-D); 3. Steve Arndt (H-D).

Saturday

600 EX: 1. Jeff Annen (Rtx); 2. Steve Smith (Rtx); 3. Mark Corsetti (Rtx).

600 EX DFC: 1. Mark Corsetti (Rtx); 2. Jeff Annen (Rtx); 3. Steve Smith (Rtx); 4. Steve Mayfield (Rtx).

600 PRO AM: 1. Steve Arndt (Rtx); 2. Todd Hagmann (Rtx); 3. Brian Watson (Rtx).

750 EX: 1. Ron Yamamoto (H-D); 2. Lonnie Kopp (H-D); 3. Matt James (H-D).

750 EX DFC: 1. Lonnie Kopp (H-D); 2. Ron Yamamoto (H-D); 3. Steve Liberty (H-D); 4. Steve Arndt (H-D).

LACR MX win to Willison

By Greg Robertson

PALMDALE, CA, JULY 5

KX250-mounted Gary Willison went home the Old Timers Motocross Association's Expert-class winner after a strong second-moto performance at Los Angeles County Raceway, during California Racing Club's Saturday Night Motocross.

First-moto action saw fellow Kawasaki rider Herb Allen get around fast-starter Robert Fiesler on lap one and slowly pull away from the field for the win. Willison got a good start and would also pass Fiesler and Walter Miles to run in second place, but he was unable to catch the fleeing Allen. Charles Howell came out on top of a moto-long battle with Fiesler for third.

Willison and Allen were side by side coming out of the first turn, with Willison holding a slight advantage for the early second-moto lead. Allen was dogging Willison in every turn as the two front-runners started to distance themselves from Phil Black in third. By lap five, lappers had become a problem. Willison was able to slice through the slower riders, but Allen was having a harder time. This made the difference in the race, as Willison used the traffic to his advantage and walked away from Allen for the second-moto win. Allen ended up 15 seconds off Willison's pace for second overall. Howell came from out of the pack to get around Black for third by the checkers.

In regular CRC racing, Shawn O'Brien turned a couple of good starts aboard his O'Neal/VSK/Scott-backed Suzuki into a two-moto sweep of the 125cc Intermediate class. Nick Mairose held off George La Monte each time for second place.



apex of the first corner. An apparent victim of first-turn bunting, Bast was appropriately afforded a champion's benefit of a doubt, and the entire field moved back to their original starting spots for a full restart.

Former Auburn National Heddin all but matched his start on the retry and quickly assumed the lead. Becker was next to exit the box and seemed to have found a fast line entering the back straight, but ran out of space and had to all but shut off as Bart appeared suddenly from the extreme inside angle. Bast had such a poor start that he knew his best chance for a win lay in the deep reaches of his old speedway bag of tricks. Bast deftly withdrew a classic Costa Mesa bullring delayed inside move, dropped down under the other three riders, and drove straight across the low line as the rest of the field's momentum carried them faster than into turns one and two. However, Heddin's start-gate advantage would not be compromised: Bast hurried in front of Becker but could not contain Heddin's progress and he fell into second place. Bast continued to push his Jawa hard after Heddin, but gained no ground on the speedy veteran, who held on for the win. Felicio eventually worked past Becker to finish in third place, well behind the front-runners.

Results

SCR: 1. Bobby Hedden (Jaw); 2. Bart Bast (Jaw); 3. Chad Felicio (Jaw); 4. Matt Becker (Jaw).
HDCP: 1. Ken Wagner (Jaw); 2. Vance Felicio (Jaw); 3. Bart Bast (Jaw); 4. Bobby Hedden (Jaw); 5. Travis MacDonald (Jaw).
D-1 JR: 1. Eric Carrillo; 2. Ryan Fisher; 3. Bryan Yarrow.
D-2 JR: 1. Rachelle Kerr; 2. Jonathan Curry; 3. Luke Bennett.
D-2: 1. Wes Englebright; 2. Matt King; 3. Shawn Eldridge.
D-3: 1. Philip Bast; 2. Jeremy Manchester; 3. Tom Adams.

Boehlke blasts Raceway Park ST

By Tim McBride

SHAKOPEE, MN, JUNE 25

Expert aboard track racer Kurt Boehlke sped to victory during round three of the '97 Asphalt Racing Series held at Raceway Park.

Eric Brouhard led the way into the first turn of the quarter-mile paved oval, with Boehlke, Troy Brisbin, Bill Hofmeister, Verdeen Langland, Ron Brisbin and the rest of the nine-rider field in hot pursuit. On lap four, Boehlke performed an inside pass on Brouhard for the lead, while entering turn one and began to pull away. Langland, however, was also on the move as he slid from his midpack start into the second spot by midrace and began to reel in Boehlke.

With two laps left to go, Langland carried enough speed on the front straight to attempt an inside pass on race leader Boehlke, who had just moved down low to try a different line. The pass attempt almost proved to be disastrous. "I was just running my own race and decided to try a low line in turn one, and I felt something hit my rear tire," recounted Boehlke.

Langland indeed hit Boehlke's rear tire at high speed, and nearly went over the bars. Although Langland came up with a spectacular save, he lost several positions during the melee. Ron Brisbin mounted a late-race drive that saw him move from fifth place into third. Langland's chilling miscue awarded the hard-charging Pro-Am Brisbin the runner-up position.

"I saw that Kurt was getting away, so I started to charge," Langland said. "But I guess I was a little too late."

(Above) Eric Brouhard (77K) led for two laps before Kurt Boehlke (49K) motored by for the win at round three of the Asphalt Racing Series at Raceway Park in Shakopee, Minnesota.

(Right) Kelly Tedder won the 60cc Stock (9-11) class at the Mini Stars Motocross held at the Starwest Motocross Park in Moreno Valley, California.

A last-lap maneuver saw two-time event winner Hofmeister slip past his Reynolds Wrecking Crew teammate, Brouhard, on the last lap to secure the final spot on the podium. Langland recovered in time to finish fifth at race's end.

Results

PRO: 1. Kurt Boehlke; 2. Ron Brisbin; 3. Bill Hofmeister; 4. Eric Brouhard; 5. Verdeen Langland.

Meade magical at Mini Stars Motocross

By Tony Alessi

MORENO VALLEY, CA, JUNE 29

Mike Meade won his first-ever Mini Star's event at Starwest Motocross Park by using a consistent pair of runner-up finishes to earn the coveted number-one plate.

Wheel damage seemed to be at an all-time high in the Pee Wee division during Sunday's motocross format on the main track. "The riders have come a long way since putting around on Pee Wee Yamahas," said Mike Meade Sr., owner of AC Racing. "Now they jump doubles, table-tops - and land as hard as 125cc riders."

Arizona's Buddi Bruner looked to be a runaway winner in the first 50cc (7-8) Stock-class moto, but that was all to change on the final lap when the rear wheel on his Cobra CM50 exploded, leaving Bruner on the sidelines, unable to continue. North Carolina's A.J. Kuschatka inherited the lead and went on to the victory, in front of Mike Meade, Bradley Baquial and Bille Ballester.

The second moto saw Bruner come back with a vengeance and lead the race wire to wire for the second-moto victory, while first-moto winner Kuschatka never left the starting line due to an ignition failure. Meade held off a moto-long charge by KTM riders Ballester and Baquial for second, while Bruner had an exciting finish when his rear wheel blew apart at the finish line as he took the win. When the dust settled, Meade got the overall win with a 2-2 finish, while Bruner finished second with a 6-1 and Ballester third with a 4-3.

Dane Patao Jr. flew in from Maui, Hawaii, for this year's Mini Stars and was rewarded with two class wins in both the 80cc (12-13) Modified and Supermini divisions.

"We flew into Las Vegas to pick up a bike," Patao said. "Then we drove all night to get here."

Patao battled with Team Green rider Daton Beavers in the 80cc (12-13) Modified race and Jason Medina in the Supermini division.

Results

Saturday

50 STK A: 1. Roberto Jiron (Lem); 2. Buddi Bruner (Cob); 3. Danny Gonzalez (Lem); 4. Mike Meade (Cob); 5. Chad Herbert (Cob).

50 STK B: 1. Christopher Taft (KTM); 2. Ryan Parker (Cob); 3. Matthew Richardson (KTM); 4. Blake Baggett (Cob); 5. John Baltas (Cob).



50 MOD A: 1. Chad Gores (Lem); 2. Chad Herbert (Cob); 3. Casey Huntley (Lem); 4. Buddi Bruner (Cob); 5. Chaz Diezel (Cob).
50 MOD B: 1. Justin Mulford (Lem); 2. Christopher Taft (KTM); 3. Brett Catron (KTM); 4. Donnie Kearney (KTM); 5. Jason Endo (Lem).

50 STK BEG (4-6): 1. Michael Hall (KTM); 2. Krystal Cramer (KTM); 3. Richard Sterling (KTM); 4. Marcos Carrillo (Lem); 5. James Merrill (KTM).

50 STK BEG (7-8): 1. Christopher Bradshaw (KTM); 2. Bradley Baquial (KTM); 3. Justin Carmody (Cob); 4. David Medina (Act); 5. Orlando Torres (Lem).

50 MOD BEG (4-6): 1. Shawn Butler (KTM); 2. Michael Hall (KTM); 3. Matthew Arballo (Lem); 4. Matthew Dormack (KTM); 5. Brandon Porras (Lem).

S/P/W (6-9): 1. Chad Gores (Lem); 2. Chad Herbert (Cob); 3. Mike Meade (Cob); 4. Jake Hulett (Lem); 5. Casey Huntley (Lem).

JR 50 / P/W 50: 1. Lee Saul (Yam); 2. Xavier Stokes-Arrey (Yam); 3. Keith Bramlette (Yam); 4. Chad Edwards (Yam); 5. Laura Catron (Suz).

50 STKR (4-6): 1. Joey Johnson (KTM); 2. Christopher Lounsbury (KTM); 3. Scotty Craven; 4. David Meade (Cob).
50 STKR (7-8): 1. Matthew Nielson (KTM).

Sunday

50 STK (0-6): 1. Bruce Rutherford (Cob); 2. Roberto Jiron (Lem); 3. Christopher Taft (KTM); 4. John Baltas (Cob); 5. Blake Bagger (Cob).

50 STK (7-8): 1. Mike Meade (Cob); 2. Buddi Bruner (Cob); 3. Billy Ballester (KTM); 4. Bradley Baquial (KTM); 5. Tylor Hemme (Cob).

50 MOD (0-6): 1. Bruce Rutherford (Cob); 2. Roberto Jiron (Lem); 3. Michael Hall (KTM); 4. Christopher Taft (KTM); 5. Kyle Smith (KTM).

50 MOD (7-8): 1. Ryan Ferris (Lem); 2. Jake Hulett (Lem); 3. A.J. Kuschatka (Cob); 4. Buddi Bruner (Cob); 5. Chad Gores (Lem).

S/P/W (6-9): 1. Mike Alessi (KTM); 2. Ricky Hemme (Lem); 3. Chad Gores (Lem); 4. Jake Hulett (Lem); 5. Buddi Bruner (Cob).

60 STK (0-8): 1. Chad Gores (Kaw); 2. Kameron Scott (Kaw); 3. Jonathan Aran (Kaw); 4. B.J. Bohrer (Kaw); 5. Jason Griffin (Kaw).

60 STK (9-11): 1. Kelly Tedder (Kaw); 2. Dane Jackson (Kaw); 3. Robert Memoli (Kaw); 4. K.C. Henthron (Kaw); 5. Justin Workman (Kaw).

60 MOD (0-8): 1. Jeff Alessi (Kaw); 2. Jonathan Arana (Kaw); 3. Jason Griffin (Kaw); 4. Ryan Ferris (Kaw); 5. Chad Gores (Kaw).

60 MOD (9-11): 1. Kelly Tedder (Kaw); 2. Jeff Loop (Kaw); 3. Justin Workman (Kaw); 4. Dane Jackson (Kaw); 5. Robert Memoli (Kaw).

80 BEG (0-11): 1. Tristan Allan (Hon); 2. Jason Cuffel (Kaw); 3. Brandon Prahm (Hon); 4. Richie Lusiano (Hon); 5. Adam Taki (Suz).

80 MOD (0-11): 1. Jaryl Ecklund (Yam); 2. Jarred Browne (Suz); 3. Jason Medina (Suz); 4. A.J. Perez (Suz); 5. Zac Wray (Yam).

80 MOD (12-13): 1. Dane Patao (Kaw); 2. Mickey Griffin (Kaw); 3. Brent Line (Suz); 4. Daton Beavers (Kaw).

S/MINI OPEN (0-16): 1. Dane Patao (Kaw); 2. Jason Medina (Suz).

Tucker takes first Cooperland Raceway Hare Scrambles

By Guy and Wanda Cooper

STILLWATER, OK, JUNE 15

Chris Tucker won the Expert class at the first Cross Country event hosted by Cooperland Raceway. The race was round seven of the Oklahoma Cross Country Racing Association series, and saw 143 entrants take on the 6.5-mile course, which ranged from tight trees to the more open motocross track.

The riders appreciated the rain that fell on Thursday, since it kept the dust down. Humidity, however, was up on Sunday, and the riders had a fun but tiring day.

The only broken bone belonged to Dr. Jim Cooper of Stillwater, who was still able to finish in second place in the Expert class after hitting a log on the first lap and breaking a toe.

There were 11 different classes to accommodate all age and skill levels; however, a new class was added at this round, as a shortened version of the course was created especially for the four Pee Wee riders (ranging in age from five to eight years old) that showed up on race day. Saybreon Riggan took the win in the class, followed by Mikey Guinn, Austin Clayborn and Calab White.

Results

MINI: 1. Mark Blackwell; 2. Zach Blackwell; 3. Chris Phillips.
MINI 50: 1. Saybreon Riggan; 2. Mikey Guinn; 3. Austin Clayborn; 4. Calab White.

AM: 1. Vince Police; 2. Roy Richards; 3. Ken Brown.

NOV: 1. Jim Lawson; 2. Tom Kerry; 3. Brad Mason.

INT: 1. Mike Baugus; 2. Wayne Daves; 3. Wendell Heard.

EX: 1. Chris Tucker; 2. Jim Cooper; 3. Billy Spurlock.

30+ AM: 1. Scott Gray; 2. Brady Benjamin; 3. Eric Balcer.

30+ EX: 1. Louis Blackwell; 2. David Willard; 3. Ray Jones.

40+: 1. Roger Ganner; 2. Wayne Massey Sr.; 3. Dewayne Bean.

40+ EX: 1. David Fogle; 2. Terry Long; 3. Roy Patton.

50+: 1. Jack Shoalmire; 2. Paul Roddin; 3. Dwain Marple.

SPTSMM: 1. J.W. Patton; 2. Adam Frizzell; 3. Steve Edwards.

Short snags Sears Point Road Race

By David Dold

SONOMA, CA, JUNE 30

Jeff Short won the Rohm Performance Machine Formula Pacific Challenge at Sears Point Raceway, outpacing the RPM-tuned Yamaha of Rob Mesa. Mesa's current streak of top finishes, should it continue, will undoubtedly place him atop the final standings, as no one else has managed to put together as consistent a program this season.

Chris Thorsen and Cory Call brought their Suzukis across the line in third and fourth, respectively, followed by the Honda 900 of Mike Nissen. Sixth appeared to belong to Brian LeFevre, coming across the line ahead of Brian Parriott's Honda 600, but he was penalized for having jumped the start, and dropped well out of the top 10.

LeFevre returned later to boost his points lead in the Formula Two class, surviving the advances of Geep Terranova and Thomas Montano. After pulling out an early lead, LeFevre began to feel the pressure of former Formula Two and Formula Pacific champion Terranova, who was racing for the first time this season. Montano followed Terranova through the pack as they both advanced on LeFevre until Terranova moved into the lead and began pulling away. Pushing each other hard at every corner, LeFevre and Montano, aided by Terranova's balking through traffic, brought the pair back within striking range as the laps wound down. It was points leader LeFevre who pushed past, returning to the lead and holding on across the line. Terranova fell back into third across the line, coming out on the short end of the battle for second with Montano.

The weekend's events were marred by the death of Joshua Scott. After making incidental contact with another rider in turn nine during



(Left) Brent Stevenson (701) passed Aaron Huppert (484) to win the 125cc A class at Midway MX in Minnesota.

Saturday's practice session, Scott was thrown from his Honda NSR250 and run over by a trailing bike before sliding headfirst into the hay bales. Scott, 23, died from spinal-cord trauma sustained when he hit the bales. He had been in the midst of his second season with the AFM, struggling so far with mechanical difficulties following an excellent ride in the final race the previous season that netted him second place in the 250cc Superbike race, despite starting from the last row of the grid.

Results

F-PAC: 1. Jeff Short (Suz); 2. Rob Mesa (Yam); 3. Chris Thorsen (Suz); 4. Cory Call (Suz); 5. Mike Nissen (Hon).

F-1: 1. Jeff Short (Suz); 2. Cory Call (Suz); 3. Gregory Prinze (Duc); 4. Zoran Vujasinovic (Suz); 5. Paul Doyle.

F-2: 1. Brian LeFevre (Yam); 2. Thomas Montano (Hon); 3. Geep Terranova (Yam); 4. Dave Mason (Yam); 5. Jeff Leggett (Hon).

F-3: 1. Thomas Alldredge (Yam); 2. Peter Femenia (Yam); 3. Rocky Wong (Yam); 4. Michael Hannas II (Hon); 5. Matt Dawson (Hon).

F-SGL: 1. Craig McLean (Duc); 2. Greg Kersten (Yam); 3. Eugene Mosier (Yam); 4. Russ Meagher (Yam); 5. Joe Abeysa (Yam).

F-40: 1. Dennis Doherty (Yam); 2. Michael Summers (Suz); 3. Mark Ingalls (Yam); 4. Paul Orlandi (Duc); 5. Bob Siebenhaar (Hon).

OPEN GP: 1. Rob Mesa (Yam); 2. Mike Nissen (Hon); 3. Chris Voelker (Hon); 4. Bob Siebenhaar (Hon); 5. Jim Fife (Suz).

OPEN TW: 1. Gregory Prinze (Duc); 2. Paul Orlandi (Duc); 3. James Coda (Duc); 4. Tom Terry (Duc); 5. Joe Carrillo Jr. (Duc).

500 TW: 1. John Burden (Kaw); 2. Alan Kelso (Kaw); 3. Jody Matsler (Suz); 4. David Chowenhill (Kaw); 5. Brian Long (Kaw).

650 TW: 1. David White (Hon); 2. Chris Voelker Jr. (Hon); 3. Anton Lovett (Hon); 4. Shaun Brady (Hon); 5. Dean Welder (Hon).

250 S/BK: 1. Joe Carrillo Jr. (Yam); 2. Tait Rush (Hon); 3. David George (Hon); 4. Thomas Dorsey (Kaw); 5. Philip Torres (Yam).

450 S/BK: 1. Enzo Ferrara (Yam); 2. Gary Hatfield (Yam); 3. Dennis Presiloski (Yam); 4. Jody Matsler (Suz); 5. Dave Norgard (Yam).

600 S/BK: 1. Brian Parriott (Hon); 2. Thomas Montano (Hon); 3. Timothy Kamholz (Suz); 4. Donald Greene (Yam); 5. Randy Groves (Suz).

750 S/BK: 1. Cory Call (Suz); 2. Chris Thorsen (Suz); 3. David Stanton (Suz); 4. Jeff Short (Suz); 5. Mark Foster (Yam).

OPEN S/BK: 1. Mike Nissen (Hon); 2. David Stanton (Hon); 3. Myron Bigley (Hon); 4. Chris Voelker (Hon); 5. Jim Fife (Suz).

S/DINO: 1. Enzo Ferrara (Yam); 2. Doug Elliott (Kaw); 3. Robert Hayashida (Hon); 4. Rob Goldfarb (Hon); 5. Jayson Lorenzen.

VINT (0-450): 1. Jim Neungburg (Bul); 2. Charles Sexton (Bul); 3. Michael Moore (Duc); 4. Bernard Juchl (Hon); 5. Marcus Kellum.

VINT (450-OPEN): 1. Richard Haas (BSA); 2. Jove Shapiro (BMW); 3. Brian Fife (Yam); 4. Steve Stone (BSA).

250 PROD: 1. Thomas Dorsey (Kaw); 2. Brian Bartlow (Kaw); 3. Steve Chan (Kaw); 4. John Prelock (Kaw); 5. Mike Lowenstein (Kaw).

450 PROD: 1. Gary Hatfield (Yam); 2. Ross Wells III (Yam); 3. Douglas Goldman (Yam); 4. Miguel Benavides (Hon); 5. Dave Norgard (Yam).

600 PROD: 1. Brian Parriott (Hon); 2. Thomas Montano (Hon); 3. Donald Greene (Yam); 4. Timothy Kamholz (Suz); 5. Tim Ogles (Hon).

750 PROD: 1. Benjamin Welch (Suz); 2. Michael Summers (Suz); 3. Novoru Miyagawa (Kaw); 4. Brian Shannon (Suz); 5. Gary Jaehne (Suz).

OPEN PROD: 1. Antonio Escalante (Suz); 2. James King (Hon); 3. Gary Jaehne (Hon); 4. Michael Rawlings (Hon); 5. John Cochell (Kaw).

Stevenson stomps Midway MX

By George Hodkinson
Photo by Karen Hodkinson

KELLOGG, MN, JUNE 22

On a hot and humid day at Midway MX, Brent Stevenson stomped to both the 125 and 250cc A-class overall wins by posting moto finishes in both classes, besting the 1-2 scores turned in by Pat Ready in the 125cc class and Jason McGrath in the 250cc division.

The 125cc A and B classes were run together, and at the start of the first moto it was B rider Bryan Kremer beating the pack into the first turn, with A rider Chad Sparks and Stevenson right behind. For the first lap around, Kremer led the entire group, but in the A class it was Sparks leading the pack, with Ready and Stevenson chasing.

By the end of lap two, a very tight battle had developed as Kremer went down and Sparks, Ready and Stevenson duked it out for the lead.

On lap three, Sparks and Ready tangled, forcing Sparks out for the day with a thumb injury; Ready went on for the lead.

At the end of the five-lap moto, it was Ready with the win, followed by Stevenson a few seconds back, with Aaron Huppert third and Jamey Grosser fourth.

At the start of moto two, it was Huppert jamming into the lead ahead of Stevenson and Ready. By lap two, Stevenson had passed Huppert and was building a lead on Huppert and Ready. Shortly thereafter, Stevenson had built up an insurmountable 10-second lead on Ready, who had passed Huppert for second.

Before it was all over, Stevenson had stretched out his lead to 15 seconds over Ready, with Huppert again third and Grosser fourth.

In the B class, it was hardly surprising that Bryan Kremer won after running with and beating some of the A riders in the field of the combined class. In moto one, Kremer led the A and B pack until going down on lap two; Charles Barrett inherited the lead, with Josh Plan, Kremer, Mike Koch and Paul Otto chasing.

Three laps into the race, Barrett was still leading and pulling away, and Kremer had passed Plan for second.

Barrett was way out in front at the finish, with Kremer taking second, Koch third, Plan fourth, Otto fifth and Jay Schebring sixth.

Kremer holeshot the B class in the second moto and rode off to victory. Plan, Otto and Koch gave chase early on, but could never catch the speeding Kremer. At the finish, Koch had moved up to second, followed by Plan, Barrett and Otto.

Results

MICRO MINI P/W (4-8): 1. Brian Robin; 2. Cory Vandal; 3. Ryan Nedegaard; 4. Brayton Ringdf; 5. Mike Lentz.

MICRO MINI (4-6): 1. Chad Schmidt; 2. Kyle Ohland; 3. Jeff Nagel; 4. Bryton Avery; 5. Jesse Chevalier.

MICRO MINI (7-8): 1. Jade Dungey; 2. Ryan Dungey; 3. Mike Shequen; 4. Mitchell Hague.

P/W: 1. Jason Johnson; 2. Steven Lorr; 3. Brent Nagel; 4. Ralphie Allen; 5. John DeOtis.

MINI JR (7-11): 1. Jeff Van Vleet; 2. Josh Rolbiecki; 3. Jason Johnson; 4. Tony Traxler; 5. Jon Paul.

MINI JR (12-13): 1. Chad Linders; 2. Josh Carlson; 3. Jared Lewis; 4. Jim Paul; 5. Matt Judnick.

MINI SR (14-15): 1. Ben Kremer; 2. Brian McCarthy; 3. Justin Acker; 4. Jesse Goodrich; 5. Aran Kissoon.

MINI OPEN (10-15): 1. Ben Kremer; 2. Chad Linders; 3. Justin Acker; 4. Josh Rolbiecki; 5. Matt Judnick.

YTH: 1. Charles Barrett; 2. Mike Koch; 3. Jonathan Sprague; 4. Josh Carlson; 5. Eric Hase-line.

16-24 A: 1. Jason McGrath; 2. Pat Ready; 3. Jamey Grosser; 4. Chad Sparks.

16-24 B: 1. Bryan Kremer; 2. Andy Mueller; 3. Jay Scherbring; 4. Joshua Plan; 5. Brent Mason.

16-24 C: 1. Paul Yarusso; 2. Jason Wilber; 3. Norman Konechy; 4. Travis Poeschel; 5. Brent Herber.

25+ A: 1. Pat Riley; 2. Robert Halstead; 3. Todd Lentz; 4. Bill Tilford.

25+ B: 1. Chuck Thompson; 2. Jon Culver; 3. Richard Burns; 4. Paul Otto; 5. Paul Burt.

25+ C: 1. Doug Bohn; 2. Randall West; 3. Kris Griesse; 4. Robert Buck; 5. Jason Johnson.

VET A: 1. Pat Riley; 2. Robert Halstead; 3. Gary Johnson; 4. Fred Fredrickson.

VET B: 1. Chuck Thompson; 2. John DeOtis; 3. Robert Scott; 4. Matt Newbert.

VET C: 1. Randall West; 2. Robert Buck; 3. Jeff Majkiazak; 4. Greg Kalis; 5. Brad Carter.

SR 40+ A/B: 1. Roger Schellhammer; 2. Fred Fredrickson.

SR 40+ C: 1. Allen Staige; 2. Ranger Crofton; 3. Mark Goodrich; 4. James Larson; 5. Mike Atlas.

S/SR 50+: 1. Jim Denevan; 2. Mike Carter; 3. James Kirkpatrick.

WMN: 1. Tiffany Rumpca; 2. Samantha Hopy.

125 A: 1. Brent Stevenson; 2. Pat Ready; 3. Aaron Huppert; 4. Jamey Grosser; 5. Chad Sparks.

125 B: 1. Bryan Kremer; 2. Mike Koch; 3. Charles Barrett; 4. Joshua Plan; 5. Paul Otto.

125 C-1: 1. Brandon Hagedoin; 2. Carl Degarmo; 3. Norman Konechy; 4. Dane Lengerman; 5. Travis Poeschel.

125 C-2: 1. Jonathan Sprague; 2. Paul Yarusso; 3. Eric Hase-line; 4. Jesse Crofton; 5. Sam Olson.

250 A: 1. Brent Stevenson; 2. Jason McGrath; 3. Gary Johnson; 4. Chad Sparks.

250 B: 1. Joe Hanson; 2. Chuck Thompson; 3. Jon Culver; 4. Richard Burns; 5. Andy Muller.

250 C: 1. Doug Bohn; 2. Peter Hadt; 3. Matt Hagerty; 4. Jackson McMahan; 5. Chad Johnson.

Barnett flies at Florida MX

By Neal R. Thomas

MILTON, FL, JULY 5

Former National MX Champion Mark Barnett won both motos of the 250cc Money class in Milton, Florida, at the West Florida MX Park on Saturday night. However, Barnett had to work for his wins, as Randy Jernigan kept him honest throughout the evening.

The night's racing was full of other double-moto winners, too, and one such rider was Jon Monk, who took on a speedy group of 80cc B riders and walked away with first-place bragging rights.

In the 250cc Money class, Barnett holeshot both motos and charged to an authoritative lead that he maintained to the checkers. His main competition was Randy Jernigan, who had to familiarize himself with the borrowed KX250 replacing his usual KTM mount. Nevertheless, he kept Barnett honest by putting his local-track savvy to good use. Jernigan cut into Barnett's lead at the end of each moto. Jernigan tried hard, but Barnett stayed ahead all night by using the time-honored techniques of outbraking everyone and holding more corner speed.

Ronnie Ramiscal finished third overall behind Jernigan, and John Melton and Rodney Summers took fourth and fifth, respectively. They both had bad luck in at least one moto but scored well in the other.

The 80cc B class was especially exciting, with three highly capable pilots buzz-bombing around the track at high speed. Honda of Troy-backed Jon Monk diced early with Shane Lusk, who is the younger brother of Yamaha factory rider Ezra Lusk. Shane holeshot both motos and finished second overall. His style and consistency kept Monk in sight and Jon Masters behind him. Masters charged relentlessly but bobbed in a deep sandy turn in the first moto, and then went down after the elevator jump in moto two. Those two misuses effectively relegated him to third overall. Lusk ended up close to Monk, who held on for first in both motos.

Strong performances were also turned in by other double-moto winners: Eric Elam in the 125cc Money class; Roger Thayer in 125cc B; Craig Connelly in the 250cc C class; Cole Boutwell in the 80cc D division; Jerry Young in the Hobby class; and Adam Barnett in the Junior Mini Beginner division.

Results

P/W B: 1. Matt Cheatham; 2. Bob Ballard; 3. Christian Gibney; 4. Brandon Gardner.

P/W C: 1. Willie Hobbs; 2. Ronnie Redden; 3. Seth Bell; 4. Lacie Devillo; 5. Jared Stephens.

P/W D: 1. Robbie Black; 2. Derek Winchester; 3. Amber Ribler; 4. Kaiser Boutwell; 5. Anthony Yates.

JR MINI BEG: 1. Adam Barnett; 2. Zac Crum; 3. Kevin Quinn; 4. Christian Gibney; 5. Drew McMullen.

JR MINI: 1. Cole Boutwell; 2. Kyle McKenzie; 3. Gary Weets III; 4. James Stephens.

80 B: 1. Jon Monk; 2. Shane Lusk; 3. Jon Masters.

80 C: 1. Chad Ward; 2. Gannon Baxter; 3. Terry Brazier; 4. Grayson Hammac; 5. Ryan Thayer.

80 D: 1. Cole Boutwell; 2. Brandin Bell; 3. James Stephens; 4. Kyle McKenzie; 5. Chris Glaze.

125 MNY: 1. Eric Elam; 2. Ronnie Ramiscal; 3. John Melton; 4. Hal Martin; 5. Roger Thayer.

125 B: 1. Roger Thayer; 2. John Melton; 3. Jon Monk; 4. Jon Masters; 5. Hal Martin.

125 C: 1. Nick Laubach; 2. Craig Connelly; 3. Robert Blackmon; 4. Dennis McArthur; 5. Derek Fore.

125 D: 1. Terry Joell; 2. Larry McArthur; 3. Chad Ward; 4. Dwayne Weatherford; 5. Chase Woolard.

OPEN MNY: 1. Mark Barnett; 2. Randy Jernigan; 3. Ronnie Ramiscal; 4. John Melton; 5. Rodney Summers.

250 B: 1. John Hanford.

250 C: 1. Craig Connelly; 2. Robbie Black; 3. Scott Nolin; 4. Roy Dean; 5. Daryl Cotton.

250 D: 1. Jackie Cox; 2. Ron McClure; 3. Elton Cotton; 4. David Williams.

VET B: 1. Johnny Kozain; 2. David Redmond; 3. Richard Pearson.

VET C: 1. Bobby Harris; 2. Chris Warren; 3. David Levy; 4. Steve Metteer; 5. Jason Gentry.

HOBBY: 1. Jerry Young; 2. Steve McLaughlin; 3. Rusty Locklar; 4. Billy Long; 5. Charles Rahan.

Culton two-for-two at Daniel Boone MX

By Susan S. Willian

LONDON, KY, JUNE 29

Kawasaki-mounted Mark Culton was a double-class winner at Daniel Boone MX Park's KTM Appreciation Day, as he found success in both the 125 and 250cc A classes.

It was Buddy Brooks off the gate first in the opening 125cc A moto, followed by Adam Vaughn, Rodney Carrier and Scott Graves. Culton was off and running in seventh place. Early in the race, Vaughn ran off the track and re-entered the race back in midpack, while Graves quickly moved up and took over the lead - but that wouldn't last for long, as Carrier rode past Graves up a long incline. Graves' problems continued when he dropped his bike and suddenly found himself running in fourth.

Culton, meanwhile, worked his way into second and started hounding Carrier for the lead. Culton pressured Carrier for a while until Carrier had had enough, and Culton slipped into the lead. Then a new rider got in on the action, as Ryan Duff maneuvered his bike by Carrier and into second, then reeled in Culton and passed him, too. Duff then opened up a big lead that he stretched out to the finish. Culton held on for second, followed by Carrier and early leader Brooks. Graves ended up recording a DNF.

Culton took the early lead in the second moto, ahead of Cale Swiger, Duff and Brooks. Carrier ran seventh.

Duff quickly took care of Swiger and closed the gap on leader Culton. As he was threatening, Duff went down, giving Culton some breathing room. Graves was on the move, too, and inherited second when Duff biffed.

Duff quickly got back up and going and, for the second time, soon had control of second place after repassing Graves. Once again, Duff closed in on Culton and, once again, he crashed. At this point, there wasn't enough time for Duff to make up for his second blunder, and Culton went on to take the win and the overall. Duff still managed to take second, followed by Carrier, Graves and Vaughn.

Results

50 (4-6): 1. Daniel Maxam (Act); 2. Matthew Volinger (KTM); 3. Luke Volinger (KTM).

60 (7-9): 1. Daniel Maxam (Kaw).

60 (10-11): 1. Shane O'Banion (Kaw); 2. Craig Lyan (Kaw); 3. Raymond Caskey (Kaw).

80 (12-13): 1. Christopher Heath (Hon); 2. Justin Jones (Yam); 3. Jared Hall (Hon); 4. Brandon Durbeck (Kaw).

80 (14-15): 1. J.R. Carter (Kaw); 2. Derrick Young (Yam).

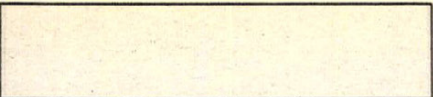
80 D: 1. Stephen Cordes (Kaw); 2. Jared Whitaker (Hon); 3. Brandon Durbeck (Kaw); 4. Glenn Collins (Hon); 5. Matt Temple (Hon).

125 A: 1. Mark Culton (Kaw); 2. Ryan Duff (Hon); 3. Rodney Carrier (KTM); 4. Cale Wiger (Hon); 5. Daniel Nelson (Hon).

125 B: 1. J.T. Smith (Hon); 2. Joseph LeMaster (Hon); 3. Keith Lewis (Yam).

125 C: 1. Devon Hedrick (Hon); 2. Nicholas Wolfe (Kaw); 3. Charles Cassada (Hon); 4. Mickey Beahl (Suz); 5. Tommy Roberts (Hon).

125 D: 1. Jordan Gallaher (Hon); 2. Chris Hacker (Hon); 3. Kenneth Cornett (Kaw); 4. Carl Matthews (Yam); 5. Patrick Moloney (Hon).



250 A: 1. Mark Culton (Kaw); 2. Rodney Carrier (KTM); 3. Scott Graves (Hon); 4. Daniel Nelson (Hon); 5. Buddy Brooks (Suz).
250 C: 1. Allen Booher (Hon); 2. Jon Tyus (Yam); 3. Kevin Black (Kaw); 4. Brian Bourne (Kaw); 5. Matt Sione (Hon).
25+ A: 1. Rodney Carrier (KTM).
25+ C: 1. Kevin Black (Kaw); 2. Jon Tyus (Yam); 3. J.L. Osborn (Suz); 4. Kenneth Cornett (Kaw); 5. Scott Carrier (Hon).
30+ B: 1. David Farris (KTM); 2. Jeffrey Dodgen (Yam); 3. Wayne Moore (KTM).
30+ C: 1. Craig Greer (Suz); 2. Jeffrey Richey (Kaw); 3. James Maxam (KTM); 4. Gene Campbell (Hon); 5. Bobby Cappel (Hon).
35+: 1. Jeffrey Dodgen (Yam); 2. David Farris (KTM); 3. Nathan Kennedy (Hon).
40+: 1. Gene Campbell (Hon); 2. Harry Bailey (Yam); 3. Charles Kinison (Hon).
48+: 1. David Viers (Kaw).
JR MINI: 1. Devon Hedrick (Kaw); 2. James R. Maxam (Kaw); 3. Shane O'Banion (Kaw).
U/L AM: 1. Joseph LeMaster (Hon); 2. J.T. Smith (Hon).
U/L C/D: 1. Allen Booher (Hon); 2. Charles Cassada (Hon); 3. Mickey Beahl (Suz); 4. Jeffrey Richey (Kaw); 5. Jordan Callaher (Hon).
SCHBY: 1. Dustin Walker (Yam); 2. Nicholas Wolfe (Kaw); 3. Michael Campbell (Hon); 4. Shawn Oliver (Suz); 5. Tommy Roberts (Hon).

Weidman takes Las Vegas MC Club Motocross

By Dick Goodwin

LAS VEGAS, NV, JUNE 21
The 250cc Novice class was the largest division in action at the Las Vegas Motorcycle Club races, and Glenn Weidman dominated the full-gate class with a win in the first moto and a close second in the final moto to capture the overall honors.

Shawn Szep just edged out Rick Essex for the holeshot to start the action in race one. Essex stayed close and passed Szep for first in the back section. Weidman then made his move to second by passing Szep in the rockers. Essex, Weidman, Szep, Paul Hemsley, Dave Gifford and Dusty Schaller were nose to tail for the next lap. Weidman utilized his skill in the rocker section again, this time passing Essex for first. Weidman continued his blazing pace and held off Essex for the win. Gifford moved up in the later stages of the race to finish third.

Szep, Casey Robison, Charley Rennie and Waylon Shaw were all involved in a first-lap dogfight for first place to start moto two. Szep won the battle and pulled away to a sizable lead, while Weidman spent the first few laps battling his way into third. Weidman turned up the wick and, in the last few corners, was glued to Szep's rear fender - but could not make the pass. Weidman's second-place finish was enough to earn him the overall 250cc Novice trophy, while Szep's second-moto win captured him second overall. Hemsley survived the rest of the carnage to nail down third.

Dane Patao Jr., visiting from Hawaii, dusted the locals and walked away with both wins in the combined 80cc/Super Mini division. Patao holeshot race one, just ahead of Kellon Walch and Derek Costella. Walch passed Patao quickly, but Patao got the position back on the big back jump. Patao then immediately went over the bars in a corner, picked himself up in sixth place and started his long charge to the front. Rick Schaffner battled into the lead, and he and Walch went at it for several laps. By the last lap, Patao had worked his way up to second and just managed to nip Schaffner at the line for the win.

Patao, racing in the Super Mini class, stuck his big bike out in front again to start moto two. This time he didn't go down, and raced wire to wire for the victory. Schaffner and Walch put on another race-long duel, with Schaffner just beating Walch to the finish for second. **CN**

Results

FIREMEN: 1. Bennie Brown; 2. Bradley Harg; 3. Chris Riefzler; 4. Jeff Rogers; 5. Dean Campbell.
P/W A: 1. Matt Harrison; 2. Chris Pennewell; 3. Ronnie Goodwin.
P/W B: 1. Rocky DiAntonio; 2. Andrew Iovino; 3. Thomas Godfrey; 4. Tony Caputo; 5. Nicholas Renzi.
60 BEG: 1. Anthony Hart; 2. Jacob Jones; 3. Sean Thompson; 4. Patrick Provencher; 5. Jameson Brown.
60 NOV B: 1. Shane Patao; 2. Mark Procell Jr.; 3. Jason Lopez; 4. Ryan Brown; 5. Brian Derschan.
80 BEG: 1. Joshua Thurgood; 2. Alex Slocom; 3. Tyler Pinney; 4. Jimi Harris; 5. Brian Lopez.
80 NOV A: 1. Rick Schaffner; 2. Derek Costella.
80 NOV B: 1. Robby Woods; 2. Santana Ramos; 3. Aaron Thornton; 4. Tony Westbay; 5. Adam Derschan.
80 INT: 1. Kellon Walch.
S/MINI: 1. Dane Patao Jr.; 2. Michael Parker; 3. Jason Walker.
125 BEG: 1. Chuck McRae; 2. Chris Symons; 3. Tim Parsons; 4. Josh Taylor; 5. Jayson Brollini.
125 NOV: 1. Brian Jones; 2. Derek Polson; 3. Tyler Stewart; 4. Josh King; 5. Gary Laurent.
125 INT: 1. Dan King; 2. Matt Hopkins.
250 NOV: 1. Glenn Weidman; 2. Shawn Szep; 3. Paul Hemsley; 4. Dave Gifford; 5. Charlie Rennie.
250 INT: 1. Jason Dowell; 2. Collin Hunsaker.
25+: 1. Derek Titus; 2. Dan DeFalco; 3. Frank Singer; 4. Chris Degato; 5. Jeff Murphy.
MSTR BEG: 1. Bryan Lutz; 2. Pat Glennon; 3. Tod Anderson; 4. Kenny Desoto; 5. Paul Novak.
MSTR 30+: 1. Troy Fitch; 2. Glenn Weidman; 3. Ronnie Brown; 4. Todd Gould; 5. Duane Holt.



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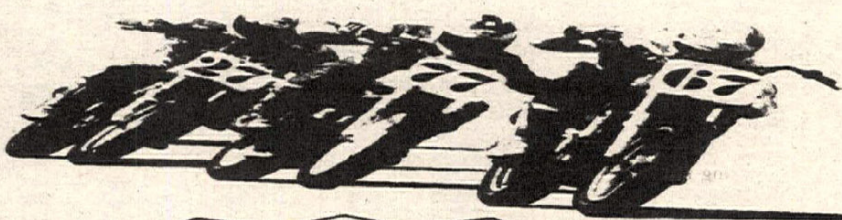


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35 minutes from X-Factor.

To Order Videos, Use the Video Order Blank Elsewhere In This Issue Of Cycle News

Hare Scrambles

Eagle Creek

Owenton, KY

June 22

By Jim Darlington

125 OPEN	Suz
Matt Hunt	
200 OPEN A	
Kris Aldridge	
200 B	
Rod Overstreet	Kaw
250 A	
David McWilliams	Hon
Shane Nalley	Hon
250 B	
Billy Cooper	KTM
David Jacey	KTM
Darren Darlington	Suz
Jonathan Geilcar	Suz
OPEN A	
Joe Etienne	Kaw
OPEN B	
Bill Pherson	Kaw
Scott Smith	KTM
Dave Ruwe	Hon
Ron Guiliano	ATK
VET	
Wayne Eby	Kaw
David Saylor	Suz
David Hartlage	KTM
Mike Tipton	Suz
Anthony Flener	Hon
OPEN SR	
A.J. Spicer	ATK
Stuart Ferguson	Kaw
Bruce Gill	Hon
Stephen Mott	Hon
Daryl Gumm	KTM
4-STRK	
Rex Williams	Kaw
Rick Robinson	Suz
David Wilson	Hon
Chris Wells	Hon
L/TRL	
Brad Redman	Kaw
Doug Barr	Hon
Scot Gill	Hon
Robin Ruwe	Hon
Julia Prather	Hon
H/TRL	
Brandt Ely	Yam
Henderson Jude	Yam
Dan Kuchle	Suz
Brian Prodoehl	Hus
Brian Shackleford	

Drag Race

AMRA

Clarksville Speedway

Clarksville, TN

June 21-22

By Patricia Conradt

PRO FUEL	
Chris "The Kid" Hart	
Tom Lang	
TOP GAS	
Rob Korn	
Henry Roblek	
PRO STK	
Bob Casey	
Dave Feazell	
MOD	
Frank Frosolone	
Marty VandenHeuvel	
PRO-MOD	
Bryan Huffman	
Doug Dowell	
3WHEEL	
Doyle "Peg Leg" Parker	
Thomas Neidetter	
DRSSR	
Billy Potter	
Buzzy Brown	
S/STK BIG TW	
Phil King	
Steve Chumblor	
S/STK SPRINT	
"Terrible" Ted Reminder	
Easy Arzola	
ELIM	
Steve Simons	
Ed Cotham	
NATL RCED	
Dave Feazell	

Motocross

Village Creek MX

Park

Fort Worth, TX

June 20

50 (4-6)	
Joseph Marburger	Cob
Wesley Arrington	Act
Jamison Miller	KTM
Justin McKinley	KTM
Dylan McCarty	Suz
50 (7-8)	
Logan Melton	Lem
Richard White	Cob
Josh Derryberry	KTM
Cody Ford	KTM
Chase Jensen	Lem
50 OPEN	
Joseph Marburger	Cob
Michael Thacker	Lem
Logan Melton	Lem
Richard White	KTM
Jamison Miller	KTM
60 (7-9)	
Scotty Wennerstrom Jr.	Kaw
Marshall Smith	Kaw
Michael Thacker	Kaw

Jake Miller	Yam
Justin Morgan	Kaw
60 (10-11)	
Riley Kurosky	Kaw
Chris Cason	Kaw
80 BEG	
Jeremy Garcia	Suz
Justin Gresham	Suz
Cody Drewk	Hon
Brian Starnes	Hon
Joe Deck	Hon
80 JR (7-11)	
Brad Wolfe	Suz
Jimmy Lay Jr.	Kaw
Matt Moseley	Kaw
Kristopher Folsom	Hon
C.T. Dickey	Hon
80 SR (12-16)	
McFly Scheel	Suz
Ernie Phillips	Suz
Chad Davis	Hon
Ryan Haring	Hon
80 OPEN	
McFly Scheel	Suz
Brad Wolfe	Suz
Chad Davis	Kaw
Justin Govensky	Hon
Brian Starnes	Hon
125 BEG	
Brooks Turbeville	Yam
Dustin Wynn	Hon
Chad McNeillie	Kaw
Michael Nunley	Hon
C.J. Pravor	Suz
125 NOV	
Derek Kemp	Suz
Brandon Sorrell	Hon
Mark Olley	Suz
Chuck Milner	Hon
Michael Franklin	Hon
125 OPEN	
Scotty Trimble	Yam
Derek Kemp	Suz
Joey Pratt	Suz
Chuck Milner	Hon
Ryan Bonhard	Hon
250-500 BEG	
Doug Barr	Hon
Patrick Doughty	Hon
Eric Smith	Kaw
Rich Taylor	Kaw
Broderick Williams	Yam
250 NOV	
Bobby Hogan	Hon
Heath Allen	Hon
Mike Adcock	Hon
Andy Echols	Kaw
Kent Rider	Hon
Ron Hessel	Hon
25+	
Joey Sucamele	Hon
Barry Goetz	Hon
Andy Echols	Kaw
Kent Rider	Hon
Ron Hessel	Hon
25+	
Joey Sucamele	Hon
Barry Goetz	Hon
James Sharp	Hon
Darrin Graham	Hon
30+ NOV	
Dan McKinley	Yam
Keith Melton	Hon
Terry Goetz	Kaw
Russell Smith	Hon
Mark Poot	Hon
30+ INT	
Roger Harchman	Hon
Danny Lurye	Hon
Steven Crouch	Hon
38+	
Tommy Gresham	Suz
Ray Arnold	Hon
Richard Beadle	Hon
Russell Smith	Hon
Tony Moseley	Kaw
COMB INT	
Travis Lay	Hon
Scotty Trimble	Yam
Boy Boy Scheel	Suz
Joey Pratt	Suz
PRO	
Clay Hoesnell	Suz
Jason Eckoff	Suz

Supercross

Western Reserve

Motorcycle Club Inc.

Salem Ohio

June 28

By Ken Cartwright

JR/P/W	
Ronnie Hunt	Act
Ryan Fletcher	KTM
Jacob Shay	Yam
Joey Hahn	KTM
Scott Ferry Jr.	KTM
SR/P/W	
John Szymanski	Cob
Josh Adkins	KTM
60	
Jimmy Berg	Kaw
Tobias Shay	Kaw
Billy Bays	Kaw
Ty Harper	Kaw
JR MINI	
Mark Fischer	Hon
Greg Myers	Kaw
Joey Shay	Yam
Ty Bickle	Suz
SR MINI	
Mike Chiodoni	Yam
Billy Fisher	Hon
Nick Mima	Kaw
Scott Cartwright	Kaw
60 (7-9)	
Joe James	Hon
S/MINI	
Mike Chiodoni	Yam

Nick Mima	Kaw
Daniel Neil	Kaw
Greg Myers	Suz
Ty Bickle	SCHBY
Matt Simms	Hon
Frank Spaggiac	Hon
Nathaniel Lasky	Suz
Josh Jones	Suz
Scott Cartwright	Kaw
125 A	
Mike Howell	Hon
125 B	
Damien Heater	Hon
Jason Palanish	Hon
Brent Centofani	Suz
Kevin Kroneberg	Suz
125 C	
Dan Frkaska	Suz
Ben Ort	Hon
Andrew Vargo	Hon
Matt Berger	Suz
Rick Fletcher	Hon
250 A	
David Hand	Hon
Eric Tautkui	Kaw
David Fletcher	Hon
250 B	
Mike Tucker	Kaw
Joe Marelich	Suz
Trent Bartolotti	Hon
Mike Frank	Yam
Jack Steele	Hon
250 C	
Mike Ziballa	Kaw
John Venaleck	Hon
Al Emanuel	Suz
Bryan Santee	Suz
Harold Eddy	Suz
OPEN C	
David Hughes	Hon
Dan Morgan	KTM
25+	
David Hand	Hon
Jack Steele	Hon
John Hill	Suz
David Hughes	Hon
Ron Hessel	Kaw
SR 1	
Joe DelBalso	Hon
David Fletcher	Hon
John Hill	Suz
John Evola	Suz
William Frkaska	Yam
SR 2	
Dan Morgan	KTM
Wayne Bays	Hon
BMFR	
Mike Pozega	Yam
Frank Erbe	Yam
Dave Debnor	Kaw
Robert Cox	KTM
WMN	
Bonnie Hamrick	Yam
Becky Ford	Kaw
SPTSMM	
Mike Webb	Suz
Karel Kramer	Kaw
SCHBY	
Matthew Bucher	Yam
Kevin Woodford	Yam

Cross Country

1997 Grand National

Cross Country Tour

Round 8

Starvation Point

Elizabeth, WV

June 14-15

O/A	
Rodney Smith	Suz
Scott Summers	Hon
Steve Hatch	Suz
Randy Hawkins	Yam
Fred Andrews	Yam
PRO AA	
Rodney Smith	Suz
Scott Summers	Hon
Steve Hatch	Suz
Randy Hawkins	Yam
Fred Andrews	Yam
85 (7-11)	
D.R. Atwood	Yam
Tony Hall	Kaw
Corey Anthony	Kaw
John Ayers	Kaw
85-100 (12-15)	
Cole Calkins	Kaw
Seth Patton	Yam
Aaron Wegner	Hon
Joshua Knapp	Hon
Jered Deahl	Yam
OPEN A	
Rodney Judson	ATK
Richard Burck	KTM
Dave Gunn	KTM
Michael Grizzle	Hsb
Mark Adkins	KTM
OPEN B	
Ricky Joyce	KTM
Benjamin Smith	Hon
Jason Jarvis	KTM
Norm Richards	KTM
Steve Linton	KTM
200 A	
Heath Bennett	Yam
Scott Phelps	Kaw
Curtis Bardonner	Yam
Kevin Hull	Kaw
Corey Parlin	Yam
200 B	
Steven Graves	Yam
Paul Chaney	Kaw
Stephen Edmondson	Kaw
Ryan Rodgers	Kaw
Aaron Johns	Yam
125/200 C	
Jeremy Morris	Kaw
Josh Rogers	Kaw
Jeff Melik	Yam
Rick Vandyne	Kaw
Lee Wolf	Kaw
250 A	
Jim Jarrett	Yam
Robbie Jenks	Yam
Barry Hawk	Suz

Todd Morain	Yam
Ross Benson	Suz
250 B	
Jonathan Wendell	Suz
Pete Sebeliski	Yam
Tim McPherson	Yam
Frank Spaggiac	KTM
Chris Dzuba	Yam
250/OPEN C	
Brad Hamrick	Yam
Mark Talbott	Kaw
Norman Feth	Yam
Dave Sheehan	Hon
Ted Diss	Hon
4-STRK A	
Darius Lattea	Suz
Ronnie Burnfield	Suz
Harvey Whitaker	Kaw
Dan Bohn	KTM
John Grimm	Hon
4-STRK B	
Billy Chapman	Hon
Tom Wright	Hon
John Thompson	Kaw
Marty Michels	Hon
Shane Munger	Suz
4-STRK C	
Michael Murphy	Hon
Doug Renner	Hon
Gilbert Klein	Kaw
Charles Ford	Hsb
Kevin Thomas	Suz
VET 30+ A	
Tim Shephard	Yam
Thomas Carson	Suz
Jeff Murgel	Yam
Keith Rodgers	Kaw
Ronald Palermo	Suz
VET 30+ B	
Gerald Greene	Yam
Adam Cadie	Yam
Curtis Baldwin	Yam
Clark Munger	Suz
David Molnar	Suz
SR 40+ A	
Richard Kresic	Suz
Gallie Ward	Yam
Steven Hashman	KTM
Paul Michels	ATK
Robin Miller	Yam
SR 40+ B	
Richard Stroud	Yam
Mark Mihalik	Kaw
Michael Schwartz	Suz
Mark Yukevich	Yam
James Vicheck	Yam
S/SR 50+	
Phil Andrews	Yam
Dennis Wagner	Yam
Frank Erbe	Yam
Dave Debnor	Kaw
Robert Cox	KTM
WMN	
Bonnie Hamrick	Yam
Becky Ford	Kaw
SPTSMM	
Mike Webb	Suz
Karel Kramer	Kaw
SCHBY	
Matthew Bucher	Yam
Kevin Woodford	Yam

Motocross

NESC

Middleboro MA338

Middleboro, MA

June 29

50 YTH	
Justin Rando	KTM
Kyle Hango	KTM
Joseph Belmont	Hon
Stephen Ceruti	Lem
Jason Brooks	Lem
65 YTH	
Marshall Brooks	Kaw
Chris Renaud	Kaw
Christopher Boisvert	Kaw
Paul Stasio	Kaw
Brian Bagley	Kaw
85 A	
Wayne Peterson	Suz
85 B	
Ken Bernard	Hon
David Ceruti	Hon
William Healy	Yam
Tyler Merrifield	Kaw
Kevin Karbownik	Kaw
85 C	
John Gaitonio	Kaw
Justin Sparks	Hon
Christopher Wisniewski	Yam
Joseph Trudel	Hon
Jeremy Collett	Kaw
125 YTH A	
Greg Webster	Yam
Matthew Boron	Kaw
Benjamin McCarthy	Kaw
Matt Jakan	Hon
Andrew Ballou	Kaw
125 YTH B	
Domenic Cafarelli	Suz
Kyle Longtin	Yam
Bobby Parker	Yam
Peter Katsoulis	Hon
Brandon Brooks	Suz
125 YTH C	
William Hughes	Hon
Joshua Stewart	Hon
Beau Viens	Suz
Chad Jordan	Yam
Justin Sparks	Hon
125 NOV	
Kyle Longtin	Yam
Brandon Brooks	Suz
Gregory Huskins	Hon
Michael Walsh	Hon
Peter Paige	Kaw

125 AM	
John Silva	Suz
Eddie Arasimowicz	Hon
Greg Webster	Yam
Timothy Allen	Yam
Josh Nason	Yam
125 EX	
Austin Squires	Suz
Eric Soucy	Hon
Patrick Barton	Suz
Michael Treadwell	Suz
Lawrence Lashway	Kaw
200+ NOV	
Andrew Slavick	Hon
Kevin Sigismondo	Suz
Derrick Storozuh	Suz
James Chase	Hon
John Welch	Hon
200 AM	
Anthony Geraci	Suz
Carl Williams	Kaw
Richard Filley	Suz
Jude Stanbury	Suz
John Thompson	Yam
200+ EX	
Michael Treadwell	Suz
Patrick Barton	Suz
Austin Squires	Suz
Adam Dupont	Suz
James Brothers	Suz
OPEN NOV	
Andrew Slavick	Hon
Gregory Huskins	Hon
Kevin Sigismondo	Suz
Derrick Storozuh	Suz
Peter Paige	Kaw
OPEN AM	
Edward Arasimowicz	Hon
Jeramie Stefan	Yam
James Sprague	Hon
Jonathan Costanzo	Hon
Garrett Kaye	Kaw
OPEN EX	
Erik Robie	Suz
Chris Johnson	Hon
Keith Goyette	Suz
Paul Goyette	Suz
Rob Keller	Hon
30+ A	
Patrick Barton	Suz
Steven Burdette	Yam
William Dill Jr.	Yam
Tom Sonier	Kaw
Dean Onners	Suz
30+ B	
David Williams	Kaw
John Thompson	Yam
Keith Ferguson	Suz
Kevin McCarthy	Kaw
Warren Emerson	Hon
30+ C	
Vincent Dambra	Hon
Liam Monaghan	Hon
George Dunes	Hon
Lee Sparks	Hon
Joseph Cadose	Suz
35+ A	
Steven Burdette	Yam
John Camello	Kaw
James Meenan	Suz
Robert Piche	Kaw
Tom Ferriter	KTM
35+ B	
Kevin McCarthy	Kaw
Warren Emerson	Hon
Joe Lebrun	Kaw
Thomas Miozzi	Kaw
Robert Winslow	Yam
40+ A	
James Meenan	Suz
Robert Piche	Kaw
Norman Hebert	Hon
Kenneth Miller	Yam
Daniel Boone	Kaw
40+ B	
William Pemberton	Kaw
Merle Monroe	Yam
James Mossman	Hon
Robert Baer	Kaw
Donald Lachapelle	Yam

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Eastern American

Roadracing

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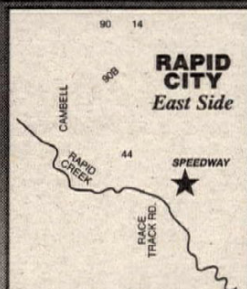
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Sat., Aug 2 Summer Season Opener C'Ship Speedway and Pro Am 600's
Sat., Aug 9 Stanley Exhaust Tech Night (Speedway/Sidecars/Quads/P.W. 50's)
Sat., Aug 16 Auto Trdr Night - Spdwry/Sidecars/Midgets

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KTMXA

1997 Race Schedule

Kentucky Tennessee MX Association

Sat., Aug. 2 Powerline SX-Atwood, TN
Sat., Aug 16 Murray SX - Murray KY
Sat., Aug 23 Powerline SX-Atwood, TN
*Sun., Aug 24 Apex Valley - White Plains, KY
*Sat., Aug 30 Tenn State AX C'ship Series-Atwood, TN
*Sat., Sept 6 Rnd 2- Tenn State AX C'ship Series-Dyersburg, TN
*points event

Info: 901-642-0511

OVER THE HILL GANG

Sun., Aug 3 Travis King Benefit Race Perris, CA
Sun., Aug 17 Competition Park Hemet, CA
Sat., Aug 23 Annual Club Picnic/El Dorado Park, Long Beach, CA
The Ultimate 30+ Vet MX Club Info: (909) 444-9411



CALL 24 HOURS FOR RACE & PRACTICE INFO:
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Thurs., July 24 MX Practice 8am till 12pm & 3pm till Dusk
Sat., July 26 MX Practice 8am till 2pm
Sun., July 27 Off Road Car, Truck & Quad Racing
Thurs., July 31 MX Practice 8am till 12pm & 3pm till Dusk

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CRC 1997 California Race Schedule

100% PRO PAYBACK

Saturday, July 26 Sat. Night Special MX L.A.C.R.
Saturday, Aug 2 Sat. Night Special MX L.A.C.R.
Saturday, Aug 9 Sat. Night Special MX L.A.C.R.
Saturday, Aug 16 Sat. Night Special MX L.A.C.R.
Wednesday Night Practice - 4 p.m. to 9 p.m.
Friday Night Practice - Starting June 6 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889



(209) 673-8080

GFI Racing North

Sat., July 26 Los Banos, CA (Yamaha Contingencies)
Sat., Aug 2 Los Banos, CA
Sat., Aug 9 Los Banos, CA
Sat., Aug 16 Los Banos, CA
Sat., Aug 23 Los Banos, CA



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series

8/3 Rio de Janeiro, Brazil, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series

8/3 Brands Hatch, England, Rnd 7
8/17 A1-Ring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/21 Albacete, Spain, Rnd 10
10/5 Sugo, Japan, Rnd 11
10/12 Sentul, Indonesia, Rnd 12

World Supersport C'ship

8/3 Brands Hatch, England, Rnd 5
8/17 Osterrehring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series

7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series

7/27 Donner, CA, United States, Rnd 8
8/31 Nepomuk, Czech Republic, Rnd 9
9/7 Thalheim, Germany, Rnd 10

Motocross des Nations

9/14 Nismes, Belgium

Trials des Nations

9/27 Isle of Man

Enduro World C'ship Series

7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE

8/19-24 Brescia, Italy

World Championship 500cc Motocross Series

8/3 Namur, Belgium, Rnd 9
8/10 Bockholtz, Luxembourg, Rnd 10
8/24 Holzgerlingen, Germany, Rnd 11

World Championship 250cc Motocross Series

8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series

8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroterren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

FIM World Supercross Championship

11/2 Barcelona, Spain, Rnd 1
11/7-9 Paris, France, Rnd 2,3,4
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7,8

World Championship Speedway Qualifier Series

7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series

8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World C'ship Team Speedway

8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike Nat'l C'ship

8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA National MX Series

7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series

7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19

9/13 Shakopee, MN, Rnd 20

9/20 TBA, Rnd 21

9/27 Sacramento, CA, Rnd 22

10/4 Las Vegas, NV, Rnd 23

10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series

10/26 Delaware City, DE, Rnd 9

AMA National Championship Hare & Hound Series

9/21 Yerington, NV, Rnd 4

10/12 Oleana, ID, Rnd 5

10/26 Lucerne Valley, CA, Rnd 6

11/1 Wells, NV, Rnd 7

11/9 Kent, WA, Rnd 8

Info 614/891-2425

AMA National Championship Hare Scrambles Series

7/27 Kahoka, MO, Rnd 5

9/7 Millfield, OH, Rnd 6

9/28 Henryetta, OK, Rnd 7

10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series

9/7 Millfield, OH, Rnd 9

9/21 Mount Morris, PA, Rnd 10

10/5 Crawfordville, IN, Rnd 11

10/19 Lisbon, OH, Rnd 12

10/26 Alton, VA, Rnd 13

Info 304/284-0084

AMA/Maxima Western National Four-Stroke MX Series

8/17 Washougal, WA

Info 916/365-1979 or 503/654-6340

AMA Fall Classic/Eastern Four-Stroke National MX Series

9/20-21 Danville, VA

9/27-28 Buchanan, MI

10/4-5 London, KY

10/11-12 Casey, IL

10/18-19 Blountville, TN

11/1-2 Society Hills, SC

AMA/NATC National C'ship Trials Series

8/23 Canon City, CO

8/24 Taos Ski Valley, NM

AMA National Championship Hillclimb Series

8/3 Jefferson, PA, Rnd 6

8/10 Haydenville, OH, Rnd 7

8/17 Danville, NY, Rnd 8

9/14 Steel City, PA, Rnd 9

9/21 Middlebury, IN, Rnd 10

9/28 Jefferson, PA, Rnd 11

10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC Championship MX Series

7/27 Walden, NY

8/3 Claverack, NY

8/10 Monticello, NY

8/17 Walden, NY

8/31 Modena, NY

9/7 Modena, NY

9/14 Claverack, NY

9/21 Modena, NY

9/28 Walden, NY

10/5 Modena, NY

10/12 Modena, NY

10/19 Walden, NY

10/26 Modena, NY

11/2 Modena, NY

11/9 Walden, NY

Info 518/828-6149

AMA Pacific Northwest Motocross Championship

7/27 Ward Creek, WA, Rnd 4

8/3 Washougal, WA, Rnd 5

Info 541/673-1671

AMA/Grand Championship Pro-Am Series

7/26 Danville, VA

7/27 Danville, VA

8/10 East Bend, NC

8/24 Danville, VA

9/20 Danville, VA

Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series

9/7 Dillwyn, VA

9/14 Elizabeth City, NC

9/20 Danville, VA

10/5 Dillwyn, VA

10/12 Elizabeth City, NC

10/19 Danville, VA

11/2 Dillwyn, VA

11/16 Danville, VA

Info 804/724-4392

AMA/Best of Georgia C'ship Motocross Series

9/7 Macon, GA

9/21 Bremen, GA

9/28 Roberta, GA

10/5 Dalton, GA

10/12 Macon, GA

Info 912/788-0413

AMA/Prostar Drag Racing Series

8/15-17 Indianapolis, IN Rnd 4

9/5-7 Atco, NJ, Rnd 5

10/4-5 Columbus, OH, 6

11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals

8/9-10 Morocco, IN, Rnd 4

9/27-28 Greensboro, NC, Rnd 5

10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series

8/3 Lowville, NY

9/7 Millfield, OH

9/21 TBA

10/12 South Edmonston, NY

11/2 Palmyra, NY

Info 800/335-3833

AMA Virginia Flat Track State Championship Series

7/26 Danville, VA

8/23 Danville, VA

10/19 Danville, VA

11/16 Danville, VA

Info 804/836-0710 or 804/724-4392

AMA Hot Shoe C'ship Series

7/26 Spokane, WA

8/2 Peoria, IL

8/22 Greenville, OH

9/5 Castle Rock, WA

9/6 Castle Rock, WA

Info 614/891-2425

AMA/District 36 Enduro Series

10/12 Redding, CA, Rnd 9

10/19 Stonyford, CA, Rnd 10

10/26 Elkins Flat, CA, Rnd 11

11/1 Upper Lake, CA, Rnd 12

11/9 Stonyford, CA, Rnd 13

11/16 Ballinger Canyon, CA, Rnd 14

Info 408/281-3805

AMA/District 36 Family Enduro Series

11/23 Stonyford, CA

11/29 Foresthill, CA

Info 408/281-3805

AMA Missouri Hare Scrambles C'ship

7/27 Kahoka, MO

8/3 Lebanon, MO

8/17 Knob Noster, MO

9/7 Smithville, MO

9/14 Festus, MO

10/5 Park Hills, MO

Info 417/537-8406

11/2 Prairie City, CA, Rnd 16
 11/16 Wilseyville, CA, Rnd 17
 11/29 TBA, Rnd 18
 Info 408/294-3438

AMA/District 37

Dual Sport Ride Series

8/2-3 Mammoth Lakes, CA
 8/9-10 Big Bear Lake, CA
 8/23-24 Bass Lake, CA
 9/14 Kernville, CA
 9/20-21 Bishop-Tonopah, CA
 9/28 Big Bear Lake, CA
 10/4-5 Bishop, CA
 10/11-12 St. George, UT
 10/12 Victorville, CA
 10/19-25 Ridgecrest, CA
 11/1-2 Death Valley, CA
 11/8-9 Primm, NV
 11/16 Riverside, CA
 11/28-29 Azusa, CA (LA-B to V)
 12/28 Jawbone Canyon, CA

AMA/District 37 Big 6

Grand Prix Series

10/4-5 San Bernardino, CA, Rnd 5
 11/1-2 Gorman, CA, Rnd 6
 Info 909/678-0419

AMA U.S. Mega Series

9/7 Blountville, TN
 9/21 Forest City, NC
 9/28 Blountville, TN
 10/4-5 London, KY
 10/18-19 Blountville, TN
 Info 423/323-5497

AMA Tecnosel Carolina

Ultra Series

8/31 Lincolnton, NC
 9/14 Chesterfield, SC
 10/12 Columbus, NC
 11/1-2 Society Hill, SC
 Info 423/323-5497

AMA/UMTA Trials Series

8/2-3 Thielman, MN
 8/16-17 Duluth, MN
 9/14 Faribault, MN
 9/28 Faribault, MN
 10/12 Thielman, MN
 10/19 Faribault, MN
 Info 612/481-0924 or 507/451-1321

AMA/District 10

Hare Scrambles Series

8/3 Owenton, KY
 8/31 Clay City, KY
 9/14 Bedford, KY
 10/19 Madisonville, KY
 Info 606/472-3442 or 502/821-7421

AMA Mid-South Summer

Hare Scrambles Series

7/27 Lawrenceburg, TN
 8/31 Clay City, KY
 9/14 Hohenwald, TN
 9/28 Box Hollow, TN
 Info 615/859-0873

AMA/U.S. Women's Motocross

League Championship Series

8/16-17 Washougal, WA
 Info 714/837-3374 or 410/760-9528

Evolution of Motocross Series

Western Region

8/16 Washougal, WA

Eastern Region

TBA Muddy Creek, TN
 8/31 Raceway Park, NJ
 9/27 Hurricane Hills, PA
 10/19 Red Bud, MI
 Info 209/252-9053

AHRMA/Progressive

Suspension Historic Cup

Road Race Series

8/23-24 Sonoma, CA, Rnd 13,14
 9/13 Steamboat Springs, CO, Rnd 15
 10/4-5 Talladega, AL, Rnd 16,17
 11/15-16 Faulkville, GA, Rnd 18,19
 Info 715/842-9699

North American

Sport Bike Series

8/1-3 Elkhart Lake, WI, Rnd 5
 8/29-31 Long Pond, PA, Rnd 6
 10/3-5 Loudon, NH, Rnd 7
 10/30-11/2 Daytona Beach, FL, Rnd 8

NASB/Formula USA Series

8/1-3 Elkhart Lake, WI, Rnd 5
 8/29-31 Long Pond, PA, Rnd 6
 10/3-5 Loudon, NH, Rnd 7
 10/30-11/2 Daytona Beach, FL, Rnd 8

CCS/Championship Cup

Road Racing Series

California Region

8/2-3 Buttonwillow, CA
 9/6-7 Buttonwillow, CA
 10/4-5 Buttonwillow, CA
 12/6-7 Las Vegas, NV
 12/20-21 Phoenix, AZ

Florida Region

7/27 West Palm Beach, FL
 8/24 West Palm Beach, FL
 9/6-7 Homestead, FL
 9/13-14 Braselton, GA
 9/28 West Palm Beach, FL
 12/6-7 Homestead, FL

Great Lakes Region

8/1-3 Elkhart Lake, WI
 8/23-24 Brainerd, MN
 9/6-7 Grattan, MI
 9/20-21 South Beloit, IL
 Great Plains Region
 8/1-3 Elkhart Lake, WI
 8/16-17 Topeka, KS
 8/23-24 Brainerd, MN
 9/20-21 South Beloit, IL

Northeast Region

8/2-3 Bridgehampton, NY
 8/23-24 Loudon, NH
 8/30-31 Bridgehampton, NY
 9/6-7 Loudon, NH
 10/3-5 Loudon, NH

Mid-Atlantic Region

8/16-17 Braselton, GA
 8/28-31 Long Pond, PA
 9/13-14 Braselton, GA
 10/4-5 Summit Point, WV

Midwest Region

8/1-3 Elkhart Lake, WI
 8/16-17 South Beloit, IL
 8/23-24 Brainerd, MN
 9/6-7 Grattan, MI
 9/20-21 South Beloit, IL

Southeast Region

8/16-17 Braselton, GA
 8/30-31 Bloomingdale, GA
 9/13-14 Braselton, GA

Southwest Region

8/2-3 Buttonwillow, CA
 9/20-21 Las Vegas, NV
 10/4-5 Buttonwillow, CA
 12/6-7 Las Vegas, NV
 12/20-21 Phoenix, AZ

***Double Points Event**

Info 704/684-4297

Northern California Mini

Road Racing C'ship Series

8/2-3 Sacramento, CA
 9/13-14 Sacramento, CA
 10/4-5 Sacramento, CA

***Indicates Spring and Endurance Race Event**

Info 916/722-5517

CRA Road Race C'ship Series

8/2-3 Brainerd, MN
 9/13-14 Brainerd, MN
 Info 612/332-4070

AHRMA BMW Classic

Cup Series

9/13 Steamboat Springs, CO, Rnd 4
 Info 715/842-9699

AHRMA SOS/BOT/

Sound of Thunder Series

8/23-24 Sonoma, CA, Rnd 13,14
 9/13-14 Steamboat Springs, CO, Rnd 15
 10/4-5 Talladega, AL, Rnd 16,17
 11/15-16 Faulkville, GA, Rnd 18,19
 Info 715/842-9699

AHRMA/Speed & Sport

Vintage MX Series

7/26 Southwick, MA, Rnd 16
 8/9 Mammoth Mountain, CA, Rnd 17
 8/16 Linnville, OH, Rnd 18
 9/12 Steamboat Springs, CO, Rnd 19
 10/19 Hollister, CA, Rnd 20
 Info 715/842-9699

AHRMA Midwest Regional

Motocross Series

8/30 Bedford, KY
 9/27 Lamoni, IA
 10/4 Denmark, WI
 10/18 Casey, IL
 Info 414/684-4331

AHRMA Western Regional

Motocross Series

8/10 Mammoth Mountain, CA
 9/28 Fernley, NV
 10/5 TBA
 Info 408/663-4014

AHRMA Nor Cal

Motocross Series

8/31 Monterey, CA
 9/28 Fernley, NV
 10/19 Hollister, CA
 Info 702/265-4904

AHRMA So Cal

Motocross Series

8/10 Mammoth Mountain, CA
 10/5 TBA
 Info 909/929-6772

AHRMA/Speed & Sport

Vintage Trials Series

8/24 Sonoma, CA, Rnd 12

9/11 Steamboat Springs, CO, Rnd 13
 10/11 White City, IL, Rnd 14
 10/18 Hollister, CA, Rnd 15
 Info 715/842-9699

AHRMA/BMW Classic Cup

Road Race Series

9/13 Steamboat Springs, CO, Rnd 4
 Info 715/842-9699

AHRMA Western Regional

Trials Series

8/16 Norden, CA
 8/23 Sonoma, CA
 9/27 La Porte, CA
 10/18 Hollister, CA
 10/25 Patterson, CA
 11/22 Auburn, CA
 Info 916/967-0262

AHRMA Western Regional

Dirt Track Series

8/3 Hollister, CA
 10/4 Tulare, CA
 10/5 Tulare, CA
 10/11 Del Mar, CA
 Info 818/992-5343

AHRMA/Classic Bike Magazine

Dirt Track Series

7/26 Weedsport, NY, Rnd10
 8/3 Wilmington, DE, Rnd 11
 8/16 Linnville, OH, Rnd 12
 9/10 Hayden, CO, Rnd 13
 9/21 Lebanon Valley, NY, Rnd 14
 9/27 Lawrenceville, GA, Rnd 15
 9/28 Lavonia, GA, Rnd 16
 10/6 Tulare, CA, Rnd 17
 10/10 San Diego, CA, Rnd 18
 Info 715/842-9699

AHRMA Dixie Cup

Road Race Series

10/4-5 Talladega, AL, Rnd 3
 11/15-16 Faulkville, GA, Rnd 4
 Info 715/842-9699

AHRMA Pacific Crown

Road Race Series

8/23-24 Sonoma, CA, Rnd 2
 Info 715/842-9699

AHRMA Vintage Motorcycle

Days Road Race C'ships

8/23-24 Sonoma, CA, Rnd 2
 Info 715/842-9699

MARS Motorcycle Asphalt

Racing Series

9/20 Asheville, NC
 9/26 Tracy, CA
 10/24 Kenly, NC
 10/25 Summerville, NC
 Info 770/934-3112

New York State

Challenge Series

7/27 Hunt, NY, Rnd 2
 8/3 Palmyra, NY, Rnd 3
 8/10 Silver Springs, NY, Rnd 4
 8/17 Frozen Ocean, NY, Rnd 5
 Info WNYSC 716/786-0236

La Playa Grand Prix

Motocross Series

8/10 Rosarito, BC/Mexico, Rnd 3
 10/5 Rosarito, BC/Mexico, Rnd 4
 12/7 Rosarito, BC/Mexico, Rnd 5
 Info 011/52-661-22525

ECEA Championship

Enduro Series

7/27 Rawlins, MD
 8/3 Middlebury Center, PA
 8/17 Speedsville, NY
 8/24 Maucitown, NJ
 9/7 Shippensburg, PA
 9/14 Brandonville, PA
 9/21 New Lisbon, NJ
 9/28 Webb Mills, NY
 10/5 New Gretna, NJ
 10/26 Delaware City, DE
 Info 717/865-0601

ECEA Championship Hare

Scrambles Series

8/10 Hobbie, PA
 10/19 Budds Creek, MD
 11/2 Warren Grove, NJ
 11/9 Maucitown, NJ
 11/23 Greenbank, NJ
 Info 717/865-0601

ECEA Dual Sport Series

10/12 Indian Mills, NJ
 10/19 New Philadelphia, PA
 11/16 Greenbank, NJ
 Info 717/865-0601

WERA National

Endurance Series

8/2 Summit Point, WV, Rnd 7
 9/6 Millington, TN, Rnd 8
 9/20 College Station, TX, Rnd 9
 10/10 Braselton, GA, Rnd 10

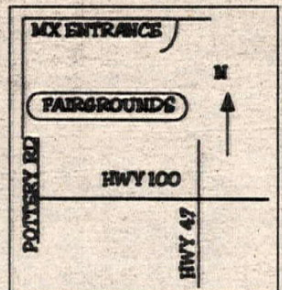



MOTOCROSS

PRO-AM

WASHINGTON TOWN & COUNTRY FAIR

AUGUST 10



Gate Opens 12:00 PM
 Practice 2:00 PM
 Qualifiers 3:00 PM

SPONSORS

J&W CYCLES

BILL'S 66 STATION

\$7000 GUARANTEED PURSE

Entry Fee Gate Fee

\$20 Amateur	Adults \$12
\$30 Expert	Children \$7
\$30 + 25 Class	Includes entry into Fairgrounds & Midway

Pee-Wee Intermission Trophies
 \$1500 start money
 First 15 pre-entered experts \$100 start Money

EXPERT PAYOUT PER MAIN EVENT

PER CLASS	25+/30+ class
1st \$500	1st \$200
2nd \$400	2nd \$125
3rd \$300	3rd \$75
4th \$250	4th \$50
5th \$200	5th \$25

No coolers allowed on Fairgrounds

Refreshments Available

No Camping Night Before the Race

1-800-748-8098 For Info

Pee-Wee (entry \$10)

80 Sr. & Jr.

25+ / 30+

125 ABC

TROPHY and CONTINGENCIES

District 18

YZ Bucks

Cut off Date 8/1/97

Mail Pre-Entry To:
 Tri-Pod Racing c/o J&W Cycles
 P.O. Box 354, Washington, MO 63090

Name _____

Address _____

AMA# _____ Expires _____

Class _____ Bike Brand _____

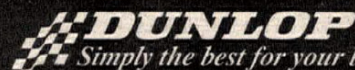
"Tell them you read about it in Cycle News"



Superiority.

"Dunlops help me win. I've got the title to prove it."

Doug Chandler
 1996 AMA Superbike Champion
 Team Kawasaki/Muzzy



Simply the best for your bike.

1.800.548.4714 or www.dunloptire.com

STARWEST (909) 943-4535

SUPERCROSS PARK (909) 657-8845

SATURDAY NIGHT RACING

Practice 5:00 pm Race 6:00 pm

Race classes for all levels.

Saturday, July 26th Saturday Night MX

Saturday, Aug 2nd Saturday Night MX

Saturday, Aug 9th Saturday Night MX

Saturday, Aug 16th Saturday Night MX

SEPARATE PEE WEE TRACK

Located 3 Miles East of 215 Freeway

Moreno Valley, CA at the Lake Perris Fairgrounds

OPEN RIDING PRACTICE

TUESDAY & THURSDAY NIGHTS

MOTORCYCLES ONLY!

4:30 PM - 9:30 PM

WEDNESDAY NIGHTS

MINIS ONLY!

4:30 PM - 9:30 PM

SATURDAY MORNINGS

ALL BIKES

9:00 AM - 2:00 PM

SESSIONS FOR MINIS!

PEE WEE TRACK ALWAYS OPEN!

AHRMA '97: Vintage Action!

August 9, Mammoth Mountain, CA. The Speed & Sport National Vintage MX Series visits this historic circuit.

August 16, Honda Hills, Linnville, OH. Vintage national MX and dirt tracking in America's heartland.

August 22-24, AMA Vintage Motorcycle Days West, Sears Point, Sonoma, CA. It'll be huge—be there!

Event info: AHRMA, 715-842-9699



SPEED & SPORT
502/400-0012

Progressive Suspension



AMA
SANCTIONED

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WERA National Challenge Series

8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/18-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals

10/9-13 Braselton, GA
WERA Vintage Series
7/26 Garrettsville, OH, Rnd 18
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series

North Central
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional C'ship Dirt Track Series

8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

CMA Eastern Region Dirt Track Series

8/2 Welland, Ont.
8/9 Shannonville, Ont.
8/10 Three Rivers, Que.
8/1 Quebec City, Que.
Info 905/522-5705

Vintage Classics X National Championship Dirt Track

7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson Nat'l Point Drag Race Series

8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Harley-Davidson Drag Race Series

8/2-3 Marion, SD
9/13-14 Cordova, IL

VMA State Championship Vintage MX Series

9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

Delaware Short Track Championship Series

7/25 Seaford, DE, Rnd 16
8/1 Seaford, DE, Rnd 17
8/8 Seaford, DE, Rnd 18
8/15 Seaford, DE, Rnd 19
8/22 Seaford, DE, Rnd 20
8/29 Seaford, DE, Rnd 21
9/5 Seaford, DE, Rnd 22
9/12 Seaford, DE, Rnd 23
9/19 Seaford, DE, Rnd 24
9/26 Seaford, DE, Rnd 25
10/3 Seaford, DE, Rnd 26
10/10 Seaford, DE, Rnd 27
10/17 Seaford, DE, Rnd 28
10/24 Seaford, DE, Rnd 29
10/31 Seaford, DE, Rnd 30
Info 302/335-3215

GFTL/Georgia Flat Track League

8/1 Athens, GA
8/23 Athens, GA
9/27 Lawrenceville, GA

Central California Rough Scrambles C'ship Series

9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series

7/26-27 Mankato, MN
8/3 Caroga Lake, NY
8/10 Enfield, NH
8/17 Monson, MA
8/31 Canaan, NH
9/7 Enfield, NH
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

Rocky Mountain MX Series

8/24 Colorado Springs, CO
8/31 Pueblo, CO
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Buckeye State Motocross Championship Series

7/24 Troy, OH
9/1 McArthur, OH
9/14 Frankfort, OH
9/28 Sugar Grove, OH
Info 614/366-5159

Smoky Mountain Mini Road Race Series

9/14 Elgin, SC
10/12 Elgin, SC
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series

8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association C'ship Series

8/9-10 Carrollton, KY
9/6-7 Gadsden, AL
10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Arkansas Hare Scrambles Championship Series

8/10 Salem, AR
8/24 Bee Branch, AR
9/14 Maynard, AR
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scrambles Series

9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series

10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Performance Engineering Sunflower State MX Championship Series

7/26 Concordia, KS
8/31 Great Bend, KS
9/1 Great Bend, KS
9/14 Great Bend, KS
9/28 Inman, KS
10/5 Lyndon, KS
10/19 Inman, KS
Info 913/842-8272

KORR Motocross Championship Series

7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series

7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

GFI Night Motocross Series

7/26 Perris, CA
8/2 Perris, CA
8/9 Perris, CA
8/16 Perris, CA
8/23 Perris, CA
8/30 Perris, CA
Info 909/653-4042

Salem Motorcycle Club Hare Scrambles Series

10/12 Salem, OH**

**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

AMA Amateur Nat'l MX C'ships Amateur/Youth Motocross Final

8/3-9 Hurricane Mills, TN
Info 419/478-5386

NMA Grand National MX Championships

7/29-8/2 Ponca City, OK
Info 310/868-8112

WPS Wild West Nationals

7/26-27 Rupert, ID
8/9-10 Rock Springs, WY
8/30-9/1 Salt Lake City, UT
Info: 801/972-5074

MRAN Desert Series

8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

NESC Motocross Series

7/27 Southwick, MA
8/3 Middleboro, MA
8/10 Central Village, CT
8/17 Southwick, MA
8/24 Middleboro, MA
8/31 Lewiston, ME
9/1 Lewiston, ME
9/7 Southwick, MA
9/14 Middleboro, MA
9/21 Central Village, CT
9/27 Lewiston, ME
9/28 Lewiston, ME
10/5 Middleboro, MA
10/12 Southwick, MA
10/19 Middleboro, MA
10/26 Southwick, MA
11/2 Middleboro, MA
Info 413/564-0044

Thor/Parts Unlimited Northeast Classic Motocross Series

7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

South Dakota/Iowa MX Series

7/26 Truesdale, IA
8/17 Armstrong, IA
8/30 Truesdale, IA
9/14 Yankton, SD
9/21 Sioux Falls, SD
Info 605/665-3512

Kentucky/Tennessee Motocross Series

7/26 Draffenville, KY, Rnd 15
8/24 White Plains, KY, Rnd 16
8/30 Atwood, TN, Rnd 17
9/6 Dyersburg, TN, Rnd 18
9/13 Clarksville, TN, Rnd 19
9/21 Milan, TN, Rnd 20
9/27 Paris, TN, Rnd 21
10/5 Milan, TN, Rnd 22
10/18 Paris, TN, Rnd 23
10/25 Paris, TN, Rnd 24
11/2 Milan, TN, Rnd 25
Info 901/642-0511

Cornhusker Motocross Series

7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503 or 308/345-3744

Branson USA MX Nationals

10/3-5 Branson, MO
Info 909/657-6782

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Sunday, August 10 MX Race Hollister Hills G.P. Track, CA
Saturday, August 23 Open Practice Hollister Hills, CA
Sunday, August 24 MX Race Hollister Hills G.P. Track, CA
Info: (209) 656-9682 (209) 642-4364

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Sat., July 26 GFI Night MX Series Round 5 Perris
"Yamaha Contingency" Perris
Wed., July 30 Wednesday Practice (3pm Hill Dusk) Perris
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CMC Racing - 714/367-1141

Sun., Sept. 7 Glen Helen, Devore CA Rnd.1S
Sun., Sept. 7 Silverstate Racwy, CC NV Rnd #1N
Sun., Sept. 7 Albany MX Track, Albany OR Rnd# 1P
Sat., Sept. 13 Riverfront Pk, Marysville, CA Rnd #2N
Sun., Sept. 14 Quail Cyn Gorman, CA Rnd#2S
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TCCRA/Cross Country Series

8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit

9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Association Hare Scrambles Series

8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series

8/17 Naches, WA
9/14 Mount Vernon, WA
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA Championship Enduro Series

8/17 Stratford, IA
9/7 Castana, IA
9/14 Winterset, IA
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series

8/24 Dow City, IA
10/12 Hills, IA
Info 515/933-4872

Mouse Midwest Enduro Series

7/27 Pearson, WI
8/10 Nickerson, MN
8/17 Stratford, IA
8/24 Rockford, IL
9/14 Winterset, IA
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series

8/10 Bellingham, WA
9/6 Stumpjumper, WA
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

NETRA C'ship Enduro Series

8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series

7/27 East Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA
9/14 Hoosick, NY
9/21 West Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

NETRA Turkey Run Series

7/27 Wyman Township, ME
9/7 North Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series

7/26 Southampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series

7/27 Colorado Springs, CO
8/3 Cheyenne, WY

8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc C'ship

Road Race Series

7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

GSC/Summer

Arenacross Series

8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

Tennessee State Arenacross Championship Series

8/30 Atwood, TN, Rnd 1
9/6 Dyersburg, TN, Rnd 2
9/20 Paris, TN, Rnd 3
9/27 Paris, TN, Rnd 4
10/18 Paris, TN, Rnd 5
10/25 Paris, TN, Rnd 6
Info 901/642-0511

Eastern American Road Racing Association

8/3 Hampton, VA
8/23-24 Batavia, NY#
9/7 New Bloomfield, PA
10/5 New Bloomfield, PA
10/25-26 Frederick, MD
* Saturday Sprints, Sunday Endurance
Can-Am Challenge
Info 757/484-4688

WMRRA Road Race Series

8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series

8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series

8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series

8/10 Pikes Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series

8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO
*National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour

9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride

7/26 Marysville, OH
8/3 Hamman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

Sprout Patch Motocross Series

7/26 Billings, MO
8/2 Billings, MO
8/9 Billings, MO
8/16 Billings, MO
8/30 Billings, MO
9/13 Billings, MO
9/27 Billings, MO
10/11 Billings, MO
10/25 Billings, MO
Info 417/744-2593

CMC West Coast

Arenacross Challenge

9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Portland, OR

2/20-21-22 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

JULY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SEPTEMBER						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

*Denotes Pro Payback

Wed, July 23

* MARYLAND SHORT TRACK - Pro, Semi-Pro & Youth, XR 100, mufflers required to pass sound test, AMA/The Baltimore County Trail Riders Association, to benefit The Cystic Fibrosis Foundation, Timonium State Fairgrounds Pony Ring, Timonium. Info: 410/661-MOTO.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

Fri, July 25

* CALIFORNIA SUPERCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* CALIFORNIA SPEEDWAY - Fast Fridays, North vs. South Civil War, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* CALIFORNIA SUPERCROSS - \$10,000 Pro-only Supercross 125/250, Kern Fairgrounds, Bakersfield. Info: 805/327-1172.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* NEBRASKA HALF MILE - Vintage Only, Vintage Dirt Track Racers Association, Grand Island. Info: 918/836-6999.

* NEW YORK DIRT TRACK - Pro-Am, North East Dirt Track Series, Night Race, On-Time Productions of New York Inc., Orange County Fairgrounds, Middletown. Info: 914/343-4826 or 914/733-1322.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - D&D Motocross, Kenworthy's GP Club, AMA/Kenworthy's MX Park, Troy. Info: 937/335-4763.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, Night Race, Suzuki Contingency, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 25-27

CANADA VINTAGE TT/SIDECARS - AMCR/Atlantic Motorsport Park, Shubenacadie, Nova Scotia. Info: 603/435-8188.

Racing the Tube

July Broadcasts

All times shown are Eastern. ESPN2 and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times.

Cycle News is not responsible for errors in scheduling.

Jul 1	1:00am	Speed	Brainerd Superbike	Jul 16	3:00pm	ESPN2	Seattle SX (R)
Jul 1	3:00am	ESPN2	MW2 Rev It Up (R)	Jul 17	8:00pm	ESPN2	Buchanan MX
Jul 1	1:00pm	Speed	German World SB	Jul 18	3:00pm	ESPN2	Indianapolis SX (R)
Jul 1	2:00pm	Speed	Dutch 500 GP	Jul 19	5:00am	ESPN2	Buchanan MX (R)
Jul 1	3:00pm	ESPN2	Los Angeles SX (R)	Jul 19	7:30pm	ESPN2	MotoWorld
Jul 1	9:00pm	Speed	Brainerd SB	Jul 20	2:00pm(live)	Speed	Mid-Ohio SB
Jul 1	10:00pm	Speed	Brainerd H-D ST	Jul 21	3:00pm	ESPN2	Atlanta SX (R)
Jul 2	4:00am	ESPN2	Motoworld (R)	Jul 22	1:00am	Speed	Mid-Ohio SB
Jul 2	3:00pm	ESPN2	Los Angeles SX (R)	Jul 22	2:00am	Speed	Mid-Ohio H-D ST
Jul 2	7:30pm	ESPN2	Budds Creek MX (R)	Jul 22	4:30am	ESPN2	MotoWorld (R)
Jul 3	12:00am	ESPN2	Budds Creek MX (R)	Jul 22	1:00pm	Speed	Laguna Seca WSB
Jul 4	9:30pm	ESPN2	Motoworld	Jul 22	2:00pm	Speed	Dutch 125 GP
Jul 5	2:30pm	Speed	Brainerd 250 GP	Jul 22	3:00pm	ESPN2	Minneapolis SX (R)
Jul 6	1:00am	Speed	Imola 500 GP	Jul 22	9:00pm	Speed	Mid-Ohio SB
Jul 6	2:00am	ESPN2	Motoworld (R)	Jul 22	10:00pm	Speed	Mid-Ohio H-D ST
Jul 6	2:30pm	ESPN2	Southwick MX	Jul 22	10:30pm	Speed	Dutch 125 GP
Jul 6	9:00pm(delay)	Speed	Imola 500 GP	Jul 22	11:00pm	Speed	Dutch 125 GP
Jul 7	3:00pm	ESPN2	Southwick MX (R)	Jul 23	2:00am	ESPN2	MotoWorld (R)
Jul 8	1:00am	Speed	Brainerd 600cc SS	Jul 23	3:00pm	ESPN2	Houston SX
Jul 8	2:00am	Speed	Italian WSB	Jul 24	11:30pm	ESPN2	MotoWorld
Jul 8	1:00pm	Speed	Brainerd SB	Jul 25	1:00am	Speed	Imola 125 GP
Jul 8	2:00pm	Speed	Brainerd H-D ST	Jul 25	2:00am	Speed	Imola 250 GP
Jul 8	2:30pm	Speed	Brainerd 250 GP	Jul 25	3:00pm	ESPN2	Orlando SX (R)
Jul 8	9:00pm	Speed	Brainerd 600cc SS	Jul 25	8:00pm	ESPN2	New Berlin MX
Jul 8	10:00pm	Speed	Italian WSB	Jul 25	9:00pm	Speed	Imola 125 GP
Jul 9	4:00am	ESPN2	MotoWorld (R)	Jul 25	10:00pm	Speed	Imola 250 GP
Jul 11	1:00pm	Speed	Imola 500 GP	Jul 26	5:30am	ESPN2	MotoWorld (R)
Jul 11	11:00pm	ESPN2	MotoWorld (R)	Jul 27	1:00am	Speed	German 500 GP
Jul 12	12:30am	ESPN2	MotoWorld (R)	Jul 27	1:00pm	ESPN2	MW2 Rev It Up (R)
Jul 13	1:00pm	ESPN2	MW2 Rev It Up	Jul 27	3:00pm	ESPN2	St.Louis SX (R)
Jul 13	2:30pm(live)	Speed	Laguna Seca WSB	Jul 27	9:00pm	Speed	German 500 GP
Jul 14	3:00am	ESPN2	MotoWorld (R)	Jul 29	1:00am	Speed	Mid-Ohio 600 SS
Jul 14	3:30am	ESPN2	MW2 Rev It Up (R)	Jul 29	2:00am	Speed	Mid-Ohio 250 GP
Jul 15	1:00am	Speed	Dutch 250 GP	Jul 29	1:00pm	Speed	Mid-Ohio SB
Jul 15	2:00am	Speed	Laguna Seca WSB	Jul 29	2:00pm	Speed	Mid-Ohio H-D ST
Jul 15	1:00pm	Speed	Brainerd 600cc SS	Jul 29	3:00pm	ESPN2	Pontiac SX (R)
Jul 15	2:00pm	Speed	Italian WSB	Jul 29	9:00pm	Speed	Mid-Ohio 600 SS
Jul 15	3:00pm	ESPN2	Tempe SX (R)	Jul 29	10:00pm	Speed	Mid-Ohio 250 GP
Jul 15	9:00 pm	Speed	Dutch 250 GP	Jul 30	4:00am	ESPN2	MotoWorld (R)
Jul 15	10:00pm	Speed	Laguna Seca WSB				

If you are unable to get ESPN2 or SPEEDVISION, contact your local cable company.



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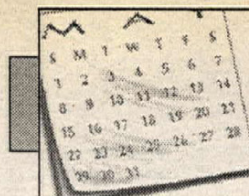
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CYCLE NEWS

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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

July 26-27

CALIFORNIA MOTORCYCLE SHOW - America's Biggest High-Performance and Custom Bike Show, Santa Monica Airport Museum of Flying, Santa Monica. Info: 310/392-8822.

CALIFORNIA OBSERVED TRIALS - Donner Ski Ranch World Championship Observed Trials, Donner Summit. Info: 916/426-3635

CALIFORNIA SCRAMBLES - AMA/District 37, Lost Angels, Red Mountain. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - CMC/Kern Kiwanis Motocross, Kern Fairgrounds, Bakersfield. Info: 805/327-1172.

*** IDAHO MOTOCROSS** - Wild West Nationals, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

MICHIGAN MOTOCROSS - Baja Acres KTM Day, Birch Run Road, Millington. Info: 517/871-3356.

OREGON MOTOCROSS - International Old Timers MX Association, Albany. Info: 503/257-0871.

*** WYOMING SHORT TRACK/MOTOCROSS** - Pro-Am, Jackpine Gypsies Clubgrounds, Casper. Info: 605/347-3418.

Sat, July 26

*** ALABAMA MOTOCROSS** - Chris Colegrove, Kilpatrick Motocross, Albertville. Info: 205/561-3495.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

*** CALIFORNIA SPEEDWAY** - Fast Fridays, National Qualifying Series, Rnd 4, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

*** CALIFORNIA MOTOCROSS** - GFI Racing, GFI at Night MX Series, Rnd 6, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CRC/LACR, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

*** CALIFORNIA SHORT TRACK/TT** - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

*** CALIFORNIA SPEEDWAY** - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA DUAL SPORT - High Sierra MC, Thin Air Motorsports, Truckee. Info: 916/582-8081.

CALIFORNIA MOTOCROSS - Racing Enterprises Summer Series, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA SHORT TRACK & TT - Coor's Cutter Shootout, Night Race, San Joaquin Beverage Company, Sacramento. Info: 916/332-9200.

CALIFORNIA SHORT TRACK - Pro-Am, Watsonville Speedway, Santa Cruz County Fairgrounds, Watsonville. Info: 408/462-6101.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-North, Laguna Seca, Monterey. Info: 510/252-9086 or 510/229-2543.

CALIFORNIA MOTOCROSS - Starwest Supercross Park, Night Racing, Moreno Valley at the Lake Perris Fairgrounds. Info: 909/943-4535 or 909/657-8845.

*** CANADA SHORT TRACK** - The Welland County MC Club Inc., Canadian National Speedway Championship, Niagara Motorcyle Raceway, Netherby Road, Welland, Ontario. Info: 905/835-2754 or 905/734-7058.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 13, Dade City.

*** FLORIDA SUPERCROSS** - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

*** KANSAS HALF MILE** - Vintage Only, Vintage Dirt Track Racers Association, Norton County Fairgrounds, Norton. Info: 918/836-6999.

*** MISSISSIPPI MOTOCROSS** - Sam Redmond South Mississippi Raceway, Saucier. Info: 601/832-3262.

*** MISSOURI MOTOCROSS** - Sprout Patch Competition, Billings. Info: 417/744-2593.

* MISSOURI MOTOCROSS

- Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

NEBRASKA SHORT TRACK - Kartwheels Speedway, Night Race, Norfolk. Info: 402/887-5380.

*** NEVADA MOTOCROSS** - Night Motocross Series, Rnd 4, Fernley International Raceway, Fernley. Info: 702/423-8226.

*** NEW JERSEY DRAG RACING** - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

*** NORTH CAROLINA SUPERCROSS** - NAME Rolling Hills Cycle Park, Night Series, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

OHIO ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Marysville. Info: 800/253-6530 or 704/665-6891.

*** OHIO MOTOCROSS** - D&D Motocross, Kenworthy's GP Club, AMA/Kenworthy's MX Park, Troy. Info: 937/335-4763.

*** VIRGINIA MOTOCROSS** - Grand Championship Series, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

*** WISCONSIN DIRT TRACK** - Badger Racing Association, Columbia County Fair, Portage. Info: 414/699-3387.

Sun, July 27

*** ALABAMA MOTOCROSS** - CMMX, Coca Cola King of the Mountain Series, Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

*** FLORIDA ROAD RACE** - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

*** GEORGIA MOTOCROSS** - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000 or 729-5483.

*** ILLINOIS DIRT TRACK** - Badger Racing Association, Adams County Fair, Mendon. Info: 414/699-3387.

*** MARYLAND MOTOCROSS** - AMA/Districts 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

*** MISSOURI HARE SCRAMBLES** - AMA/National Hare Scrambles, Midwest Motorsport, Kahoka. Info: 816/727-3301.

*** NEW YORK MOTOCROSS** - AMA/Northeast Classic MX, Championship Race, Walden Playboy MX, Rnd 5, Wallkill. Info: 914/561-2126.

*** NEW YORK MOTOCROSS** - Hunt Moto Park, New York State Challenge Race, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO MOTOCROSS - Amherst Series, Amherst Meadowlarks MC. Info: 216/988-9100.

*** OHIO MOTOCROSS** - D&D Motocross, Kenworthy's GP Club, AMA/Kenworthy's MX Park, Troy. Info: 937/335-4763.

OKLAHOMA MOTOCROSS - Cooperland Raceway, Oklahoma State MX Race, Stillwater. Info: 405/743-1515.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873.

*** TENNESSEE MOTOCROSS** - Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

*** VIRGINIA MOTOCROSS** - Grand Championship Series, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

Mon, July 28

VIRGINIA FLAT TRACK - AMA/Virginia Flat Track State Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/836-0710 or 724-4392.

July 29-Aug 2

OKLAHOMA MOTOCROSS - NMA/Grand National Championships, Ponca City. Info: 909/657-8834.

Tue, July 29

*** KENTUCKY ARENACROSS** - Summer Fair Series, Bluegrass Sports, Grant County Fair, Williamstown. Info: 606/744-5916.

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

Wed, July 30

*** KENTUCKY ARENACROSS** - Summer Fair Series, Clark County Fair, Winchester. Info: 606/744-5916.

Thur, July 31

*** KENTUCKY ARENACROSS** - Summer Fair Series, Bluegrass Sports, Oldham County Fair, La Grange. Info: 606/744-5916.

NEW JERSEY MOTORCYCLE SHOW - Kruse Night, Mr. Cycle Parts, Throckmorton Street, Freehold. Info: 908/462-2016.

Fri, Aug 1

*** CALIFORNIA SPEEDWAY** - Fast Fridays, AMA/District 36, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

*** DELAWARE SHORT TRACK** - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

GEORGIA FLAT TRACK - GFTU/Athens. Info: 770/962-7888.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

*** MICHIGAN FLAT TRACK** - 600 Pro & Pro-Am, 250-500 Amateur, AMA/Auto City Speedway, Clio. Info: 810/659-0325.

*** NORTH CAROLINA MOTOCROSS** - AMA/Birch Creek Motorsports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

*** OHIO MOTOCROSS** - Full Throttle Thunder Summer Series, AMA/District 11, Rnd 5, Honda Hills, Linnville. Info: 614/323-3766.

*** WISCONSIN MOTOCROSS** - Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Aug 2-3

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown Mammoth 200, Royal Pines Motel, Mammoth Lakes. Info: 818/348-8381.

Sat, Aug 2

*** ARIZONA MOTOCROSS** - Cerbat Motorsports, Night Race, Kingman. Info: 520/757-7438.

*** CALIFORNIA SPEEDWAY** - Summer Season Opener, Championship Speedway and Pro-Am 600, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

*** CALIFORNIA SPEEDWAY** - Fast Fridays, Track Championships, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

*** CALIFORNIA MOTOCROSS** - GFI Racing, GFI at Night MX Series, Rnd 6, Perris Raceway, Perris. Info: 909/653-4042.

*** CALIFORNIA SPEEDWAY** - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Summer Series, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Starwest Supercross Park, Night Racing, Moreno Valley at the Lake Perris Fairgrounds. Info: 909/943-4535 or 909/657-8845.

CYCLE NEWS

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* CANADA SHORT TRACK - The Welland County MC Club Inc., Niagara Motorcycle Raceway, Netherby Road, Welland, Ontario. Info: 905/835-2754 or 905/734-7058.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 14, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* LOUISIANA DIRT TRACK - Swamp Land Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MINNESOTA DIRT TRACK - Pro-Am, Durelle Racing, Nicolette County Fair, St. Peter. Info: 612/659-0870.

* NEVADA MOTOCROSS - Night Motocross Series, Rnd 5, Nevada Old Timers, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK FLAT TRACK - Vintage Flat Track, Motorsports Cavalcade, Cattaraugus County Fair, Little Valley. Info: 716/825-8720.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA SUPERCROSS - Greensboro Coliseum Sports Complex, Greensboro. Info: 804/724-4392 or 836-0710.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

* NORTH CAROLINA MOTOCROSS - 226 Motocross and Daniels Ridge Supercross Summer Series, Daniels Ridge Road, Taylorsville. Info: 704/758-4342 or 704/635-8635.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Linnville. Info: 614/323-3766.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX Park, Newburg Route 696, Carlisle. Info: 717/249-6036.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

WASHINGTON DIRT TRACK - Pro-Am TT, AMA/Mount St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

Sun, Aug 3

ALABAMA MOTOCROSS - Old Air Base MX, Tuskegee. Info: 334/724-0722.

CALIFORNIA MOTOCROSS - Summer Grove Series, Lemon Grove Motocross, Piru. Info: 805/521-0808.

CALIFORNIA VINTAGE TT - AHRMA/Vintage TT, SCRU, Hollister Hills, Lower Ranch OHV Park, Hollister. Info: 408/264-6610.

CALIFORNIA MOTOCROSS - CMMC Motocross, Barona Oaks Raceway, Ramona. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Travis King Benefit Race, Perris Raceway, Perris. Info: 909/444-9411.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLES - AMA/Eagle Creek, Mason Lane, Owenton. Info: 606/472-3442.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MONTANA MOTOCROSS - HCMA/Last Chance Riders Association, Last Chance Raceway, Helena. Info: 406/449-5118.

* NEW JERSEY MOTOCROSS - AMA/Northeast Classic MX, Powerline Park, Rnd 6, New Egypt. Info: 908/752-7305.

NEW YORK TRIALS - AMA/District 4, Seneca Road, Valois. Info: 607/582-6033.

* NEW YORK MOTOCROSS - AMA, CNYMRA, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMAMSC/District 34 Fall Series, Yamaha Contingency, Claverack MX, Hudson. Info: 518/828-6149.

NEW YORK ROAD RIDE - Pediatric Brain Tumor Foundation, Ride For Kids, Harriman. Info: 704/665-8891.

NEW YORK POKER RUN - Square Deal Riders MC, Belden Motorsports, Allen Road, Harpursville. Info: 607/775-0770 or 693-1031.

* NORTH CAROLINA MOTOCROSS - AMA/Side-by-Side Racing, District 29 Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

* NORTH CAROLINA DRAG RACE - Honda Suzuki of Sanford, The Rock Rockingham Dragway, Sanford. Info: 910/582-3400.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Gallon. Info: 419/562-6931.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA ENDURO - Canyon Riders MC Enduro, ECEA, Middlebury Center. Info: 717/376-2343.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, Red Lane Road, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX Park, Newburg Route 696, Carlisle. Info: 717/249-6036.

* WASHINGTON MOTOCROSS - AMA/Pacific Northwest Championship #5, Washougal Motocross, Washougal. Info: 541/673-1671.

Tue, Aug 5

* KENTUCKY ARENACROSS - Summer Fair Series, Bluegrass Sports, Rowan County Fair, Morehead. Info: 606/744-5916.

Wed, Aug 6

* MARYLAND SHORT TRACK - Pro, Semi-Pro & Youth, XR 100, mufflers required to pass sound test, AMA, The Baltimore County Trail Riders Association, to benefit The Cystic Fibrosis Foundation, Timonium State Fairgrounds Pony Ring, Timonium. Info: 410/661-MOTO.

* OHIO MOTOCROSS - AMA/Ashtabula County Fair, Jefferson. Info: 614/596-2057.

* SOUTH DAKOTA DIRT TRACK - AMA/Grand National Championship Dirt Track Series/GM Entertainment Promotions, Black Hills Speedway, Rapid City. Info: 605/393-2122.

Thur, Aug 7

* OHIO MOTOCROSS - AMA/Hartford Fair, Croton. Info: 614/596-2057.

Fri, Aug 8

CALIFORNIA MOTORCYCLE SWAPMEET - Intershows Motorcycle Swapmeet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Challenge #5, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcity Speedway, Lawrenceburg. Info: 513/662-7759.

* NEVADA MOTOCROSS - CMC/Silverstate Motocross, Scott Bikini Nite, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - Full Throttle Thunder Summer Series, AMA/District 11, Rnd 6, Honda Hills, Linnville. Info: 614/323-3766.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, Suzuki Contingency, 2nd annual, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Aug 9-10

CALIFORNIA VINTAGE MOTOCROSS - National and Regional, AHRMA/AMA/Flashback Racing Promotions, Mammoth Mountain MX Track, Mammoth Mountain. Info: 619/669-6845.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37 Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502.

WYOMING MOTOCROSS - WPS Wild West Nationals, Rock Springs. Info: 801/972-5074.

Sat, Aug 9

* CALIFORNIA SPEEDWAY - Stanley Exhaust Tech Night, Speedway/Sidecars/Quads/P.W. 50s, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA RIDE - Los Angeles Harley-Davidson & Buell, Laguna Beach Branch Ride, Laguna Beach. Info: 562/408-6088.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Rnd 7, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Summer Series, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area. Info: 510/252-9086 or 510/229-2543.

FLORIDA MOTOCROSS - Night Race, Dade City Raceway, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* KENTUCKY ARENACROSS - Summer Fair Series, Bluegrass Sports, Germantown Fair, Maysville. Info: 606/744-5916.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

* MISSISSIPPI MOTOCROSS - Sam Redmond South Mississippi Raceway, Saucier. Info: 601/832-3262.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

OHIO POKER RUN - Amherst Meadowlarks MC, Amherst. Info: 216/988-9100.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO SUPERCROSS - AMA/District 11, Pro-Am, Action Sports Promotions Inc., Nelsonville. Info: 614/594-MOTO.

* OKLAHOMA MOTOCROSS - Okie Shootout, Oklahoma Honda Suzuki, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA GYPSY TOUR - Pagoda Motorcycle Club, Red Lane Road, Birdsboro. Info: 610/582-3717.

* WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

Sun, Aug 10

CALIFORNIA MOTOCROSS - Summer Grove Series, Lemon Grove Motocross, Piru. Info: 805/521-0808.



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - AMP Motocross, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* **GEORGIA MOTOCROSS** - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000 or 729-5483.

IOWA OBSERVED TRIALS - All Iowa Trials Riders Association, Tama. Info: 515/484-2875.

* **KANSAS MOTOCROSS** - Dragoon MX Park, Lyndon. Info: 913/842-8272 or 913/828-3100.

* **KENTUCKY MOTOCROSS** - AMA/Thorbred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* **MEXICO MOTOCROSS** - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja California. Info: 011/52-661-22525.

* **MICHIGAN MOTOCROSS** - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

* **MINNESOTA DIRT TRACK** - Pro-Am, Durelle Racing, Mille Lacs County Fair, Princeton. Info: 612/659-0870.

* **MONTANA MOTOCROSS** - HCMA/Billings Motorcycle Club, South Hills Raceway, Billings. Info: 406/656-4301.

NEVADA HARE SCRAMBLES - MRAN/Coyotes MC, Ely. Info: 702/437-6726.

NEVADA MOTOCROSS - Sierra Motorsports Promotions, Rnd 2, Top Gun Raceway, Fallon. Info: 702/747-8063.

* **NEW JERSEY MOTOCROSS** - Semi-Pro, AMA/Jay Irwin/Ken Landerman Raceway Park, Pension Road, Englishtown. Info: 908/446-7800.

NEW YORK TRIALS - AMA/District 4, Bates Road, Medina. Info: 716/798-2727.

NEW YORK MOTOCROSS - WNYSC/Silver Springs MX Park, Silver Springs. Info: 716/786-5596 or 716/786-2157.

NEW YORK MOTOCROSS - AMA/MSD/District 34, Fall Series, Kawasaki Contingency, South Woods Sportsman, Monticello. Info: 914/794-4033 or 914/794-1645.

PENNSYLVANIA MOTOCROSS/POKER RUN - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA HARE SCRAMBLES - McKean County MC, Rew. Info: 814/368-9944.

* **WISCONSIN MOTOCROSS** - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/297-9367.

Tue, Aug 12

* **NEVADA MOTOCROSS** - Night Motocross Series, Rnd 6, Reno OTHG, Fernley International Raceway, Fernley. Info: 702/423-8226.

Wed, Aug 13

* **MARYLAND SHORT TRACK** - Pro, Semi-Pro & Youth, XR 100, mufflers required to pass sound test, AMA/The Baltimore County Trail Riders Association, to benefit The Cystic Fibrosis Foundation, Timonium State Fairgrounds Pony Ring, Timonium. Info: 410/661-MOTO.

* **OHIO MOTOCROSS** - AMA/Holmes County Fair, Millersburg. Info: 614/596-2057.

Thurs, Aug 14

* **ILLINOIS DIRT TRACK** - Badger Racing Association, Winnebago County Fairgrounds, Pecatonica. Info: 414/699-3387.

Aug 15-16

* **TENNESSEE SUPERCROSS** - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* **WASHINGTON MOTOCROSS** - AMA/Amateur Days, Washougal Motocross, Washougal. Info: 541/673-1671.

Fri, Aug 15

* **CALIFORNIA SPEEDWAY** - Fast Fridays, AMA/District 36, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* **DELAWARE SHORT TRACK** - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* **NORTH CAROLINA SUPERCROSS** - AMA/Birch Creek Motorsports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

* **WISCONSIN MOTOCROSS** - Lake Geneva Raceway, Midwest Action Cycle Night, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Aug 16-17

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 8, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* **OHIO MOTOCROSS** - AMA/District 11, Ohio State Fairgrounds, Columbus. Info: 614/323-3489.

* **WASHINGTON MOTOCROSS** - AMA/U.S. Womens MX League Outdoor MX National Championship, Washougal. Info: 410/760-9528.

Sat, Aug 16

* **ALABAMA MOTOCROSS** - Chris Colegrove, Kilpatrick Motocross, Albertville. Info: 205/561-3495.

* **CALIFORNIA SPEEDWAY** - Auto Trader Magazine Night, Speedway/Sidecars/Midgets, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

* **CALIFORNIA MOTOCROSS** - GFI Racing, GFI at Night MX Series, Rnd 8, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

* **CALIFORNIA SHORT TRACK/TT** - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* **CALIFORNIA SPEEDWAY** - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Summer Series, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA SHORT TRACK & TT - Coor's Cutter Shootout, Night Race, San Joaquin Beverage Company, Sacramento. Info: 916/332-9200.

FLORIDA MOTOCROSS - Night Race, Dade City Raceway, Dade City.

* **FLORIDA SUPERCROSS** - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* **LOUISIANA DIRT TRACK** - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* **NEW YORK ARENACROSS** - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

* **NEW YORK SHORT TRACK** - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* **NORTH CAROLINA SUPERCROSS** - AMA/Birch Creek Motorsports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

* **NORTH CAROLINA MOTOCROSS** - 226 Motocross and Daniels Ridge Supercross Summer Series, Daniels Ridge Road, Taylorsville. Info: 704/758-4342 or 704/635-8635.

OHIO MOTOCROSS & FLAT TRACK - Vintage MX and Flat Track, AHRMA/AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* **OKLAHOMA MOTOCROSS** - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA/Trail Way Speedway, Hanover. Info: 717/359-4310.

Sun, Aug 17

ALABAMA MOTOCROSS - Old Air Base MX, Tuskegee. Info: 334/724-0722.

CALIFORNIA MOTOCROSS - CMMC Motocross, Barona Oaks Raceway, Ramona. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Competition Park, San Jacinto. Info: 909/444-9411.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 407/333-2356.

ILLINOIS TRIALS - Forest City Riders, Clubgrounds, S.W. of Town, Byron. Info: 815/334-7155.

IOWA ENDURO - Iowa Enduro Racing Association, Stratford. Info: 515/795-3440.

* **IOWA MOTOCROSS** - AMA/District 22, Motocross and Pee Wee Shootout, Des Moines. Info: 515/285-8910.

* **KENTUCKY ARENACROSS** - Summer Fair Series, Championship, Bluegrass Sports, Clark County Fairgrounds, Winchester. Info: 606/744-5916.

KENTUCKY HARE SCRAMBLES - Eagle Creek, Mason Lane, Owenton. Info: 606/472-3442.

* **MARYLAND MOTOCROSS** - AMA/Districts 7&13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* **MISSOURI MOTOCROSS** - HLR Motorsports, HLR Motorsports Park, Moberly. Info: 816/263-4296.

NEVADA MOTOCROSS - Sierra Motorsports Promotions, Rnd 3, Top Gun Raceway, Fallon. Info: 702/747-6063.

NEW YORK ENDURO - Ithaca Dirt Riders Enduro, Speedville. Info: 716/637-7142.

* **NEW YORK MOTOCROSS** - WNYSC, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA/MSD/District 34, Fall Series, Kawasaki Contingency, Walden Playboys MX, Wallkill. Info: 914/561-2126.

* **NORTH CAROLINA MOTOCROSS** - AMA/Side-by-Side Racing, Fox Racing Day, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLES - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

* **PENNSYLVANIA MOTOCROSS** - Dublin Gap MX Park, Newburg Route 696, Carlisle. Info: 717/249-6036.

* **WISCONSIN MOTOCROSS** - Lake Geneva Raceway, Triplecross Points, Yamaha Contingency, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Wed, Aug 20

* **PENNSYLVANIA SHORT TRACK** - Trail-Way Speedway, AMA/Hanover. Info: 717/359-4310.

Fri, Aug 22

* **CALIFORNIA SUPERCROSS** - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* **CALIFORNIA SPEEDWAY** - Fast Fridays, Track Champ Championship Challenge, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* **DELAWARE SHORT TRACK** - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* **NEVADA MOTOCROSS** - CMC/Silverstate Motocross, Shaun Palmer Snow-Boarder Night, Carson City. Info: 702/267-4392.

NEW YORK MOTOCROSS - AMA/Suzuki/MSR Amateur Nationals, Route 79, Binghamton. Info: 717/222-9290.

* **OHIO MOTOCROSS** - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* **OHIO MOTOCROSS** - Full Throttle Thunder Summer Series, AMA/District 11, Rnd 7, Honda Hills, Linnville. Info: 614/323-3766.

* **OHIO MOTOCROSS** - AMA/Columbiana County Fair, Lisbon. Info: 614/596-2057.

* **WISCONSIN MOTOCROSS** - Lake Geneva Raceway, Night Race, Suzuki Contingency, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Aug 23-24

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, California Trail Rides, Crane Valley Campground, Bass Lake, Oakhurst. Info: 714/892-9291.

CANADA SIDECARS - VRRR/Mospro, Vintage Festival, Bowmanville, Ontario. Info: 603/435-8188.

Sat, Aug 23

* **ALABAMA MOTOCROSS** - Chris Colegrove, Kilpatrick Motocross, Albertville. Info: 205/561-3495.

CALIFORNIA DESERT RACE - The Otterz Nite Team Race, Plaster City East. Info: 619/427-5759.

* **CALIFORNIA SPEEDWAY** - Orange County Harley Night, Speedway/Harley Races/Sidecars, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

* **CALIFORNIA MOTOCROSS** - GFI Racing, GFI at Night MX Series Rnd 9, Perris Raceway, Perris. Info: 909/653-4042.

* **CALIFORNIA SHORT TRACK/TT** - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* **CALIFORNIA SPEEDWAY** - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - Night Race, Dade City Raceway, Dade City.

* **FLORIDA SUPERCROSS** - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

* **GEORGIA MOTOCROSS** - AMA/Trans MX Series, Rnd 7, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

GEORGIA FLAT TRACK - GFTL/Athens. Info: 770/962-7888.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

INDIANA DUAL SPORT - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

* **MISSISSIPPI MOTOCROSS** - Sam Redmond South Mississippi Raceway, Saurier. Info: 601/832-3262.

* **NEW JERSEY DRAG RACING** - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Suzuki/MSR Amateur Nationals, Route 79, Binghamton. Info: 717/222-9290.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

* **NORTH CAROLINA SUPERCROSS** - NAME Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* **OHIO SUPERCROSS** - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

* **OHIO SHORT TRACK** - Honda Hills, Honda Hills Road, Linnville. Info: 614/323-3766.

* **OKLAHOMA MOTOCROSS** - Gold Cup Challenge, Oklahoma Yamaha Dealers, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* **VIRGINIA FLAT TRACK** - AMA/Virginia Flat Track State Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/836-0710 or 724-4392.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

* **WISCONSIN SHORT TRACK** - AMA/SST Pro-Am, Manitowoc County Fairgrounds, Manitowoc. Info: 414/353-5920.

Sun, Aug 24

* **ALABAMA MOTOCROSS** - CMMC, Coca Cola King of the Mountain Series, Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA HARE SCRAMBLES - AMA/District 37, Los Coyotes, El Mirage. Info: 310/376-1329.

CALIFORNIA BIKE SHOW - Los Angeles Harley-Davidson & Buell, Hot Summer Night Bike Show. Info: 562/408-6088.

CALIFORNIA MOTOCROSS - AMP Motocross, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* **COLORADO MOTOCROSS** - AMA/RMXA, Semi-Pro with Youth, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723 or 303/271-0190.

* **FLORIDA ROAD RACE** - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

* **GEORGIA MOTOCROSS** - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000 or 729-5483.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

ILLINOIS TRIALS - Variety Riders, Ottawa. Info: 815/434-3669.

INDIANA DUAL SPORT - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

IOWA MOTOCROSS - 2nd annual Midwest Junior Motorcycle MX Championship, Truesdale. Info: 605/665-3512.

* **KANSAS MOTOCROSS** - Dragoon MX Park, Lyndon. Info: 913/842-8272 or 913/828-3100.

MICHIGAN ROAD RIDE/DUAL SPORT - Pediatric Brain Tumor Foundation, Ride for Kids, Ann Arbor. Info: 704/665-6891.

NEVADA MOTOCROSS - Sierra Motorsports Promotions, Rnd 4, Top Gun Raceway, Fallon. Info: 702/747-6063.

* **NEW JERSEY DRAG RACES** - AHDRA/8th annual Harley-Davidson Summer Festival, Raceway Park, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Suzuki/MSR 125/250 Pro Nationals, Route 79, Binghamton. Info: 717/222-9290.

* **NORTH CAROLINA HARE SCRAMBLES** - Devils Ridge North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

* **OHIO MOTOCROSS** - AMA/District 11, Buckeye State MX Championship Series, Kenworthy's MX Park, Troy. Info: 937/335-4763.

* **OKLAHOMA HARE SCRAMBLES** - OCCRA/Oklahoma Cross Country Racing Association, Erick. Info: 405/366-1051.

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

PENNSYLVANIA MOTOCROSS - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

* **VIRGINIA MOTOCROSS** - AMA/Grand Championship Series, Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

Wed, Aug 27

* **KENTUCKY MOTOCROSS** - AMA/Greenup County Fair, Greenup. Info: 614/596-2057.

Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

* NORTH CAROLINA MOTOCROSS - 226 Motocross and Daniels Ridge Supercross Summer Series, Daniels Ridge Road, Taylorsville. Info: 704/758-4342 or 704/635-8635.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Pro National Weekend, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 1, Tennessee State Arenacross Championship, Powerline SX, Atwood. Info: 901/642-0511.

UTAH MOTOCROSS - WPS Wild West Nationals, Salt Lake City. Info: 801/972-5074.

WASHINGTON DIRT TRACK - Pro-Am TT, AMA/Mount St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

Sun, Aug 31

ALABAMA MOTOCROSS - Old Air Base MX, Tuskegee. Info: 334/724-0722.

* ARKANSAS MOTOCROSS - Cedar Hill MX, 2nd annual Labor Day Blowout, Magnolia. Info: 888/222-9158.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Glen Helen. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway, J-Bones Combo Series, Palmdale. Info: 805/272-8889.

* COLORADO MOTOCROSS - AMA/RMXA, PM/Pueblo Motorsports Inc., Pueblo. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 407/333-2356.

* KANSAS MOTOCROSS - Sunflower State Series, Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

* KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Red River, Bluegrass Sports, Clay City. Info: 615/859-0873.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Center Ridge Road, Gardnersville. Info: 606/472-3442.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* NEW JERSEY MOTOCROSS - Semi-Pro, 5th annual Vet & Vintage Reunion, AMA/Jay Irwin/Ken Landerman Raceway Park, Pension Road, Englishtown. Info: 908/446-7800.

* NEW YORK MOTOCROSS - WNYSC, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Yamaha Contingency, Diamondback MX, Modena. Info: 914/795-5697 or 914/565-3651.

NORTH CAROLINA MOTOCROSS - AMA/Tecnosel Carolina Ultra Series, Victory Sports Racing, Top Gun MX, Lincolnton. Info: 423/323-5497.

PENNSYLVANIA MOTOCROSS/POKER RUN - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

* WASHINGTON MOTOCROSS - AMA/Washougal Motocross. Info: 541/673-1671.

WASHINGTON DIRT TRACK - Season Championship, AMA/Mount St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/27-8700.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, District 16, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Mon, Sept 1

CALIFORNIA GRAND PRIX - J-Bones Combo Series, Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

ILLINOIS TWIN MILES - Pistol Racing and JB's Kamikazes, The Pistol Garden, Springfield. Info: 217/527-1251 or 507/334-8243.

* KANSAS MOTOCROSS - Sunflower State Series, Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

NEBRASKA MOTOCROSS - SD/AMA, Money Race, Palmyra. Info: 605/665-3512.

* NEW YORK MOTOCROSS - AMA/CNYMC, District 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

* OHIO MOTOCROSS - Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - AMA/District 11, Buckeye State MX Championship Series, American Motorsports. Info: 614/596-2057.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

UTAH MOTOCROSS - WPS Wild West Nationals, Salt Lake City. Info: 801/972-5074.

Sept 3-4

WASHINGTON DIRT TRACK - Pro-Am TT, AMA/Mount St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

Sept 5-6

WASHINGTON DIRT TRACK - AMA National Championship, Mount St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

Sept 5-7

NEW YORK MOTORCYCLE FESTIVAL - AMA/D&D Events, Greene County, East Durham. Info: 914/247-0489.

Fri, Sept 5

BRAZIL ENDURO - CBM/SMP&B, Belo Horizonte, Minas Gerais. Info: 55-31-261-1210.

* CALIFORNIA SPEEDWAY - Fast Fridays, Gold Country Fairgrounds Speedway Sidecar Championships, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

Sept 6-7

NEW HAMPSHIRE ROAD RACE - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

OKLAHOMA MOTOCROSS - Suzuki RM Cup Motocross, Cooperland Raceway, Stillwater. Info: 405/743-1515.

Sat, Sept 6

BRAZIL ENDURO - CBM/SMP&B, Belo Horizonte, Minas Gerais. Info: 55-31-261-1210.

* CALIFORNIA SPEEDWAY - Legends of Speedway, Speedway Bikes and Riders of Yesteryear/P.W. 50s, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 6, Dade City.

* FLORIDA MOTOCROSS - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4259.

* GEORGIA MOTOCROSS - AMA/Trans MX Series, Rnd 8, Georgia State Championship, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO SUPERCROSS - AMA/District 11, Pro-Am, Action Sports Promotions Inc., Nelsonville. Info: 614/594-MOTO.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 2, Tennessee State Arenacross Championship, Dyer County Fairgrounds, Dyersburg. Info: 601/642-0511.

Sun, Sept 7

BRAZIL ENDURO - CBM/SMP&B, Belo Horizonte, Minas Gerais. Info: 55-31-261-1210.

* CALIFORNIA MOTOCROSS - CMC Trans Cal MX Nationals, Rnd 1 South, Glen Helen Park, Devore. Info: 714/367-1141.

FLORIDA MOTOCROSS - Pro-Sports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

ILLINOIS MOTOCROSS - Tri City MC Club, AMA/District 88, Quad Cities, Coal Valley. Info: 309/799-3882.

IOWA ENDURO - Iowa Enduro Racing Association, Castana. Info: 402/496-3689.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

IOWA HILLCLIMB/SWAP MEET - J&P Promotions, Hillclimb, Swap Meet and Ride-in Bike Show, Anamosa. Info: 319/462-6011.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* NEVADA MOTOCROSS - CMC/Silverstate Motocross, Trans Cal, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS - Sierra Motorsports Promotions, Top Gun Raceway, Rnd 5, Fallon. Info: 702/747-6063.

NEW YORK TRIALS - AMA/District 4, Center Road, King Ferry. Info: 315/364-8969.

NEW YORK HARE SCRAMBLES - Flat Rock Hare Scrambles, Lowville. Info: 315/376-2332.

NEW YORK MOTOCROSS - ACE Motocross/AMA/MSC/District 34 Championship Point Series, Modena. Info: 914/463-2093.

* NEW YORK MOTOCROSS - Hunt Moto Park, 8th annual Scott USA Day, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - AMA/Side-by-Side Racing, District 29, Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

OHIO CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Burr Oak, Millfield. Info: 304/284-0084.

OHIO HARE SCRAMBLES - CRA Buckeye Series, Proffler Promotions, Cable Creek, Toronto. Info: 330/538-2220.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Motorcycle Raceway, Oklahoma City. Info: 405/366-1051.

* OREGON MOTOCROSS - CMC/Trans Cal MX Nationals, Rnd 1 Pacific North west, Albany MX Track, Albany. Info: 541/828-4474.

PENNSYLVANIA MOTOCROSS - Youth Day, Pleasure Valley Raceway, Johnstown. Info: 814/536-1845.

PENNSYLVANIA MOTOCROSS - AMA/Tony D. MX Schools/Suzuki/MSR Pennsylvania State Championships, Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

TENNESSEE MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

VIRGINIA HARE SCRAMBLES - VCHSS/Landshark 100, Pulaski. Info: 757/255-4620.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/District 13, Birch Creek Motorsports Inc., Actiontown Motocross Park, Dillwyn. Info: 804/724-4392 or 836-0710.

WASHINGTON ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Ride for Kids, Enumclaw. Info: 704/665-6891.

Wed, Sept 10

COLORADO VINTAGE DIRT TRACK - AMA Suzuki Dual Sport National, Hayden Speedway, Steamboat Springs. Info: 303/697-8382.

Thur, Sept 11

COLORADO VINTAGE TRIAL - AMA Suzuki Dual Sport National, Howelsen Hill Sports Complex, Steamboat Springs. Info: 303/697-8382.

Fri, Sept 12

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

COLORADO VINTAGE MOTOCROSS - AMA Suzuki Dual Sport National, Ski Area Remote Lot, Steamboat Springs. Info: 303/697-8382.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

Sept 13-14

CALIFORNIA MOTOCROSS - Motowest Racing Ent., 4th Annual Bay Area OTHG National MX, Hollister Hills. Info: 415/587-8678.

NEW HAMPSHIRE ROAD RACE - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

Sat, Sept 13

* CALIFORNIA SPEEDWAY - Skirt Night, Speedway/Sidecars/Midgets/P.W. 50s, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - CMC/Trans Cal MX Nationals, Rnd 2 North, Riverfront Park, Marysville. Info: 916/695-2727.

COLORADO VINTAGE ROAD RACE - AMA Suzuki Dual Sport National, Mount Werner Circle, Steamboat Springs. Info: 303/697-8382.

FLORIDA MOTOCROSS - NIGHT MX Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

* NORTH CAROLINA MOTOCROSS - 226 Motocross and Daniels Ridge Supercross Summer Series, Daniels Ridge Road, Taylorsville. Info: 704/758-4342 or 704/635-8635.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge, Oklahoma Yamaha Dealers, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Championship, Hanover. Info: 717/359-4310.

PENNSYLVANIA MOTOCROSS - VET/SR National, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

* WISCONSIN MOTOCROSS/SHORT TRACK - AMA/National Senior MX Championship, Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

Sun, Sept 14

ALABAMA MOTOCROSS - Old Air Base MX, Tuskegee. Info: 334/724-0722.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTORCYCLE SWAPMEET - The Shop, All-Brand

Motorcycle Swapmeet and Used Bikes Corral, Ventura County Fairgrounds, Ventura. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - AMP Pee Wee Arena Race, Turlock Fairgrounds, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMC/Trans Cal MX Nationals, Rnd 2 South, Quail Canyon OHV, Gorman. Info: 714/367-1141.

COLORADO ROAD RACE - AMA Suzuki Dual Sport National, Mount Werner Circle, Steamboat Springs. Info: 303/697-8382.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 407/333-2356.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

ILLINOIS TRIALS - Rock River Riders, Clubgrounds, Polo. Info: 815/232-2731.

MARYLAND ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Ride for Kids, Columbia. Info: 704/665-6891.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* NORTH CAROLINA ROAD RACE - Honda Suzuki of Sanford, The Rock Rockingham Dragway, Sanford. Info: 910/582-3400.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 11, Buckeye State MX Championship Series, Frankfort. Info: 614/998-5049.

IOWA ENDURO - Iowa Enduro Racing Association, Winterset. Info: 515/285-1165.

IOWA OBSERVED TRIALS - AITRA/All Iowa Trials Riders Association, Jesup. Info: 319/277-6179.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross, London. Info: 606/877-1364.

NEW YORK MOTOCROSS - WNYSC/Silver Springs MX Park, Silver Springs. Info: 716/786-5596 or 716/786-2157.

NEW YORK MOTOCROSS - AMA/MSC, District 34, Fall Series, Kawasaki Contingency, Claverack MX, Hudson. Info: 518/828-6149.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

PENNSYLVANIA ENDURO - Valley Forge Trail Riders Moonshine Enduro, ECEA, Brandonville. Info: 610/458-7971.

PENNSYLVANIA MOTOCROSS/HARE SCRAMBLES - District 5 State Championship, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

Your name: _____

LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES

(After 9 of 15 rounds)

1. Michael Doohan (Hon), Australia	(220/8 wins)
2. Nobuatsu Aoki (Hon), Japan	(113)
3. Tadayuki Okada (Hon), Japan	(109)
4. Alex Criville (Hon), Spain	(102/1 win)
5. Carlos Checa (Hon), Spain	(83)
6. Takuma Aoki (Hon), Japan	(80)
7. Luca Cadalora (Yam), Italy	(69)
8. Alex Barros (Hon), Brazil	(69)
9. Norifumi Abe (Yam), Japan	(66)
10. Alberto Puig (Hon), Spain	(54)

FIM 250cc WORLD CHAMPIONSHIP SERIES

(After 9 of 15 rounds)

1. Max Biaggi (Hon), Italy	(149/3 wins)
2. Ralf Waldmann (Hon), Germany	(147/1 win)
3. Tetsuya Harada (Apr), Japan	(142/3 wins)
4. Olivier Jacque (Hon), France	(101/1 win)
5. Tohru Ukawa (Hon), Japan	(91)
6. Loris Capirossi (Apr), Italy	(74)
7. Haruchika Aoki (Hon), Japan	(65)
8. Jeremy McWilliams (Hon), Great Britain	(50)
9. Takeshi Tsujimura (Hon), Japan	(48)
10. Noriyasu Numata (Suz), Japan	(40)

FIM 125cc WORLD CHAMPIONSHIP SERIES

(After 9 of 15 rounds)

1. Valentino Rossi (Apr), Italy	(195/7 wins)
2. Noburo Ueda (Hon), Japan	(123/2 wins)
3. Tomomi Manako (Hon), Japan	(111)
4. Kazuto Sakata (Apr), Japan	(101)
5. Jorge Martinez (Apr), Spain	(87)
6. Gary McCoy (Apr), Australia	(67)
7. Masaki Tokudome (Apr), Japan	(63)
8. Frederic Petit (Hon), France	(60)
9. Yoshiaki Kaztoh (Yam), Japan	(59)
8. Masao Azuma (Hon), Japan	(54)



CARL FOGARTY

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES

(After 6 of 12 rounds)

1. Carl Fogarty (Duc), Great Britain	(217/2 win)
2. John Kocinski (Hon), Modesto, CA	(213/5 wins)
3. Aaron Slight (Hon), New Zealand	(170/3 wins)
4. Simon Crafer (Kaw), New Zealand	(126)
5. Scott Russell (Yam), Jonesboro, GA	(119)
6. Pier-Francesco Chili (Duc), Italy	(109/2 wins)
7. Colin Edwards II (Yam), Buffalo, TX	(79)
8. Akira Yanagawa (Kaw), Japan	(77)
9. Jamie Witham (Suz), England	(71)
10. Neil Hodgson (Duc), Great Britain	(67)

AMA/BNA SUPERBIKE

NATIONAL CHAMPIONSHIP SERIES

(After 7 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA	(219/1 win)
2. Mat Mladin (Duc), Australia	(199/3 wins)
3. Miguel Duhamel (Hon), Canada	(187/2 wins)
4. Steve Crevier (Hon), Canada	(185)
5. Aaron Yates (Suz), Milledgeville, GA	(185)
6. Pascal Picotte (Suz), Canada	(184)

7. Tom Kipp (Yam), Chardon, OH	(133)
8. Larry Pegram (Suz), Baltimore, OH	(127)
9. Tommy Hayden (Kaw), Owensboro, KY	(122)
10. Paul Harrell (Yam), Canyon Country, CA	(113)

AMA/PRO HONDA OILS 500cc

SUPERSPORT SERIES

(After 8 of 11 rounds)

1. Miguel Duhamel (Hon), Canada	(257/4 wins)
2. Pascal Picotte (Suz), Canada	(241/3 wins)
3. Aaron Yates (Suz), Milledgeville, GA	(230)
4. Steve Crevier (Hon), Canada	(214)
5. Rich Oliver (Yam), Fresno, CA	(192)
6. Jason Pridmore (Suz), Ventura, CA	(184)
7. Mike Smith (Kaw), Canton, GA	(163)
8. Ben Bostrom (Hon), El Segundo, CA	(160)
9. Andrew Stroud (Hon), New Zealand	(159)
10. Jamie Hacking (Kaw), Spartanburg, SC	(152)

AMA/TEAMLINE 750cc

SUPERSPORT SERIES

(After 7 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA	(243/5 wins)
2. Ben Bostrom (Hon), Redondo Beach, CA	(188)
3. Dale Keiffer (Suz), Las Vegas, NV	(164)
4. Doug Polen (Suz), Denton, TX	(139/1 win)
5. Richard Alexander Jr. (Suz), Carmel, NY	(135)
6. Dax Snow (Suz), Las Vegas, NV	(131)
7. John Jacobbi (Suz), Noblesville, IN	(124)
8. Chris Rankin (Suz), Austin, TX	(111)
9. Rad Greaves (Suz), Ann Arbor, MI	(101)
10. Mark McDaniel (Suz), Santa Rosa, CA	(97)

AMA/ELF FUELS 250cc

GRAND PRIX CHAMPIONSHIP SERIES

(After 7 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA	(252/7 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA	(184)
3. Bobby Keith (Hon), Redwood City, CA	(169)
4. Greg Esser (Yam), Pompano Beach, FL	(157)
5. Roland Sands (Yam), Long Beach, CA	(145)
6. Mark Foster (Yam), San Juan Capistrano, CA	(132)
7. John France (Hon), Melbourne, FL	(131)
8. Al Salaverria (Apr), San Francisco, CA	(128)
9. Leon Cortes (Yam), Costa Rica	(123)
10. Hikanu Miyagi (Hon), Japan	(109)

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON

SUPERTWINS SERIES

(After 8 of 11 rounds)

1. Eric Bostrom, El Segundo, CA	(286/8 wins)
2. Dave Estok, Daytona Beach, FL	(247)
3. Jake Zemke, Paso Robles, CA	(219)
4. Jody Hendley, Mission Viejo, CA	(181)
5. Jerry Casciero Jr., Bel Air, MD	(151)
6. Lance Jones, Anderson, SC	(150)
7. Shawn Higbee, Manhattan Beach, CA	(127)
8. Shaun Russell, San Jose, CA	(119)
9. Nate Wait, Lodi, CA	(110)
10. Jeffrey Johnson, Minneapolis, MN	(108)

AMA/PIRELLI FORMULA XTREME SERIES

(After 6 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand	(212/5 wins)
2. Doug Toland (Hon), Buena Park, CA	(190)
3. Dale Kieffer (Suz), St. George, UT	(137)
4. James Randolph (Suz), Santa Rosa, CA	(131)
5. Brian Gibbs (Suz), Stockbridge, GA	(117)
6. Dean Mizdal (Suz), Huntington Beach, CA	(88)
7. Daniel Bailey (Suz), Navarre, OH	(74)
8. Roger Bell II (Suz), Lexington, KY	(70)
9. Jimmy Moore (Suz), Eugene, OH	(59)
10. Terry Teske (Suz), Aurora, CO	(59)

SUNOCO RACE FUELS/FORMULA USA SERIES

(After 3 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA	(183/1 win)
2. Fritz Kling (Yam), Lansing, MI	(168)
3. Tray Batey (Suz), Gallatin, TN	(136/1 win)
4. Andy Deatherage (Kaw), Cleveland, OH	(130)
5. Jason Fraser (Hon), Snohomish, WA	(117)
6. Eric Wood (Kaw), Mansfield, MA	(111)
7. Michael Fitzpatrick (Suz), Columbia, MD	(107)
8. Chuck Graves (Suz), Van Nuys, CA	(105)
9. Steve Griggs (Kaw), Ashville, NC	(100)
10. Curtis Adams (Suz), Whittier, CA	(99/2 wins)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

(After 15 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA	(293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA	(278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA	(251/2 wins)
4. Larry Ward (Hon), Florence, SC	(230)
5. Greg Albertyn (Suz), Riverside, CA	(206/1 win)
6. Mike LaRocco (Suz), South Bend, IN	(203)
7. Doug Henry (Yam), Oxford, CT	(175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID	(166)
9. Jimmy Button (Yam), Phoenix, AZ	(152)
10. Ryan Hughes (Kaw), Temecula, CA	(145)



RICKY CARMICHAEL

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL	(146)
2. Stephane Roncada (Hon), France	(135/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL	(123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA	(97)
5. John Dowd (Yam), Chicopee, MA	(86/2 wins)
6. Scott Sheak (Hon), Germantown, NY	(84)
7. Jeff Dement (Kaw), Humble, TX	(78)
8. Brock Sellards (Kaw), New Philadelphia, OH	(77)
9. Jim Neese (Suz), Greensboro, NC	(59)
10. Robbie Skaggs (Hon), Macon, GA	(57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 7 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA	(153/5 wins)
2. Robbie Reynard (Hon), Norman, OK	(131)
3. Casey Johnson (Kaw), Murrieta, CA	(111)
4. David Vuillemin (Yam), France	(104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA	(85)
6. Craig Decker (Kaw), Palm Desert, CA	(83)
7. Pedro Gonzalez (Kaw), Mexico	(78)
8. Shaun Perolio (Hon), Saugus, CA	(76)
9. Corey Keeney (Yam), Oakdale, MN	(62)
10. Nathan Ramsey (Suz), Hixon, TX	(60)

AMA 250cc NATIONAL MOTOCROSS C'SHIP SERIES

(After 8 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA	(347/3 wins)
2. John Dowd (Yam), Chicopee, MA	(303/2 wins)
3. Jeremy McGrath (Suz), Canyon Lake, CA	(272)
4. Ezra Lusk (Yam), Bainbridge, GA	(239/1 win)
5. Mike LaRocco (Suz), South Bend, IN	(229)
6. Larry Ward (Hon), Florence, SC	(212)
7. Ryan Hughes (Kaw), Temecula, CA	(207)
8. Jimmy Button (Yam), Phoenix, AZ	(182)
9. Damon Bradshaw (Hon), Homedale, ID	(172/1 win)
10. Greg Albertyn (Suz), South Africa	(160/1 win)

AMA 125cc NATIONAL MOTOCROSS C'SHIP SERIES

(After 8 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL	(337/5 wins)
2. Kevin Windham (Yam), Baton Rouge, LA	(268/2 wins)
3. Scott Sheak (Hon), Germantown, NY	(234/1 win)
4. Robbie Reynard (Hon), Norman, OK	(217)
5. Mickael Pichon (Suz), France	(198)
6. Casey Johnson (Kaw), Murrieta, CA	(193)
7. Mike Craig (Hon), Lakeside, CA	(192)

8. Tim Ferry (Suz), Largo, FL	(191)
9. Stephane Roncada (Hon), France	(186)
10. Michael Brandes (Yam), Menifee, CA	(160)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 10 of 23 rounds)

1. Will Davis (H-D), Goldsboro, NC	(173/4 wins)
2. Scott Parker (H-D), Swartz Creek, MI	(153/2 wins)
3. Kevin Atherton (H-D), White Pigeon, MI	(132/2 wins)
4. Rich King (Hon), Waterloo, IA	(125/1 win)
5. Jay Springsteen (H-D), Lapeer, MI	(98)
6. Davey Camlin (H-D), Rock Island, IL	(89)
7. Ricky Graham (Hon), Salinas Valley, CA	(85)
8. Dan Butler (H-D), Waterford, MI	(83)
9. Steve Morehead (H-D), Findlay, OH	(82)
10. Joe Kopp (H-D), Mica, WA	(80)

AMA HARLEY-DAVIDSON 883

NATIONAL CHAMPIONSHIP SERIES

(After 6 of 14 rounds)

1. Davey Camlin, Rock Island, IL	(112/4 wins)
2. Jess Roeder, Monroeville, OH	(105)
3. Shaun Russell, San Jose, CA	(81/1 win)
4. Mike Hacker, Prince George, VA	(78)
5. J.R. Schnabel, West Bend, WI	(74)
6. Johnny Murphee, Paso Robles, CA	(64/1 win)
7. Robert Miller, New Holland, PA	(59)
8. Billy Martin, Stockton, CA	(48)
9. Willie McCoy, Richardson, TX	(36)
10. Jake Zemke, Paso Robles, CA	(32)



STEVE MOREHEAD

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP

ENDURO SERIES

(After 6 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ	(170/4 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC	(109)
3. Matt Stavish (KTM), Blaine, MN	(85)
4. Ty Davis (Kaw), Hesperia, CA	(80/1 win)
5. Craig Holasek (KTM), Anoka, MN	(49)
6. Mike Monroe (Yam), Alabaster, AL	(35)
7. Kevin Hines (Hon), Weston, MA	(32)
8. Forrest Tobin (KTM), Casper, WY	(32)
9. Donnie Book (Kaw), Gypsum, CO	(31)
10. Doug Blackwell (Yam), Parkersburg, WV	(30/1 win)

AMA NATIONAL CHAMPIONSHIP

HARE & HOUND SERIES

(After 3 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA	(90/3 wins)
2. Nick Pearson (KTM), Pioche, NV	(59)
3. Brian Brown (Kaw), Nampa, ID	(55)
4. Steve Hengeveld (Kaw), Phelan, CA	(43)
5. Donnie Book (Kaw), Gypsum, CO	(42)
6. Jim Gray (KTM), Gunnison, CO	(35)
7. Ed McCoy (Kaw), Virginia City, NV	(35)
8. Dave Hamel (Kaw), Sparks, NV	(31)
9. Destry Abbott (KTM), Phoenix, AZ	(28)
10. Dan Richardson (Kaw), Fountain Valley, CA	(27)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES

(After 4 of 8 rounds)

1. Paul Edmondson (Suz), Great Britain	(103/2 wins)
2. Rodney Smith (Suz), Oakley, CA	(66)
3. Steve Hatch (Suz), Ithaca, NY	(66)
4. Jason Dahners (KTM), Redmond, WA	(66)
5. Brian Garrahan (KTM), Boulder Creek, CA	(54)
6. Patrick Garrahan (KTM), Boulder Creek, CA	(51)
7. Randy Hawkins (Yam), Travelers Rest, SC	(41/1 win)
8. Aaron Sykes (Kaw), Cotati, CA	(31)
9. Ty Davis (Kaw), Hesperia, CA	(30/1 win)
10. Rob Kopp (Kaw), Mica, WA	(26)



DONNIE BOOK

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 8 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY	(142/1 win)
2. Steve Hatch (Suz), Ithaca, NY	(128/2 win)
3. Scott Plessinger (KTM), Hamilton, OH	(108/1 win)
4. Paul Edmondson (Suz), Great Britain	(94/2 wins)
5. Randy Hawkins (Yam), Travelers Rest, SC	(89/1 win)
6. Jason Dahners (KTM), Redmond, WA	(85)
7. Rodney Smith (Suz), Oakley, CA	(79/2 wins)
8. Doug Blackwell (Yam), Parkersburg, WV	(72)
9. Jim Jarret (Yam), Minerva, OH	(70)
10. Brian Keegan (Kaw), Canonsburg, PA	(68)

AMA/NATC NATIONAL OBSERVED TRIALS SERIES

(After 3 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT	(76/2 wins)
2. Raymond Peters (G-G), Beaver Dams, NY	(67/1 win)
3. Lonny Hallsted (Bet), San Diego, CA	(59)
4. Jess Kempkes (G-G), Lincoln, NE	(57)
5. Olivier Clamagrand (G-G), Tustin, CA	(56)
6. Mark Manniko (G-G), Aurora, CO	(52)
7. Matt Moore (Hon), Sapulpa, OK	(44)
8. Ryon Bell (Hon), Canada	(41)
9. Dennis Sweeten (Bet), Oregon City, OR	(36)
10. Michael Bryant (Bet), Burlington, CT	(31)

AMA 800cc HILLCLIMB NATIONAL C'SHIP SERIES

(After 4 of 11 rounds)

1. Greg Williams (Hon), Canada	(53/2 wins)
2. James Large (H-D), Orient, OH	(48)
3. Steve Dresser (Tri), Arkport, NY	(46)
4. Rodney Williams (H-D), Niles, MI	(36)
5. Jason Petty (Tri), Camby, IN	(31)
6. Russ VanderVeen (H-D), Greenwood, IN	(30)
7. Willie Price (H-D), Madison, WV	(29/1 win)
8. Paul Zander (BSA), Glen Rock, PA	(28)
9. Glendal Petty Jr. (H-D), Mooresville, IN	(24)
10. Robert Shriner (Kaw), Bird-in-Hand, PA	(24)

AMA 540cc HILLCLIMB NATIONAL C'SHIP SERIES

(After 4 of 11 rounds)

1. Richard Soter III (BSA), Owings Mills, MD	(58/2 wins)
2. Paul Pinsonnault (Hon), Brookfield, MA	(53/1 win)
3. Terry Thompson (BSA), Laurelville, OH	(43/1 win)
4. Michael Templeton (Hon), Manchester, CT	(41)
5. Michael Pulver (Hon), Indianapolis, IN	(34)
6. Paul Lowe (Kaw), Yolo, WV	(33)
7. Scott McNeely (Hon), Madison, WV	(32)
8. David Watson (Hon), Ludlow, MA	(28)
9. Ted Wilkins (Rtx), Canada	(23)
10. Chad Disbennett (Tri), Lancaster, OH	(19)

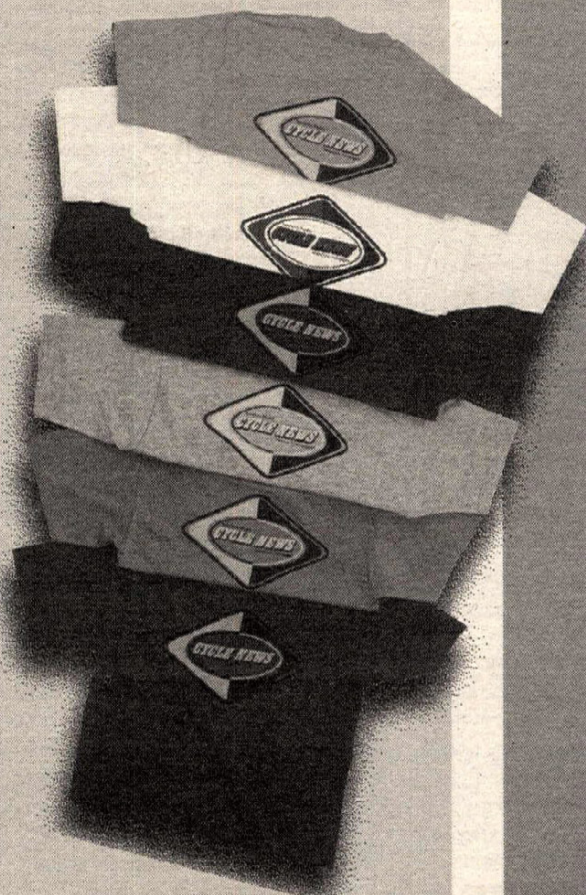
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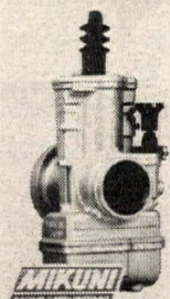
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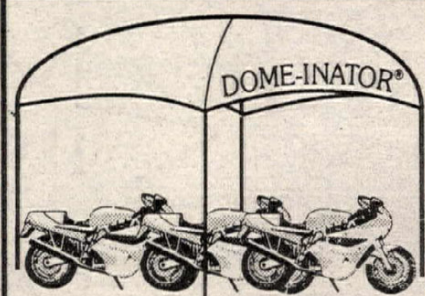


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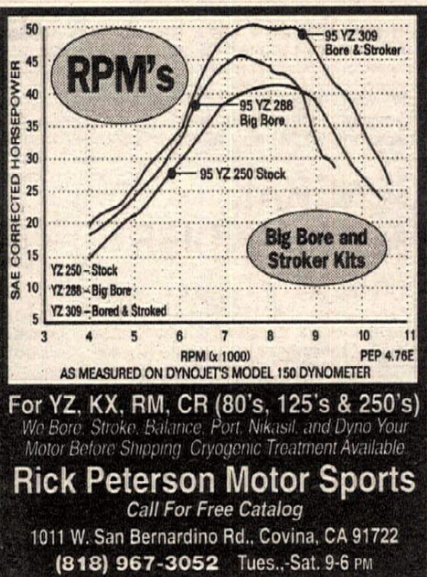
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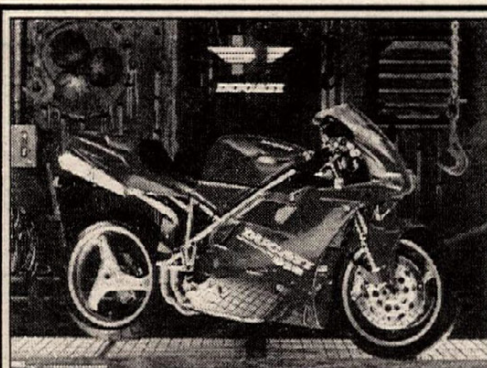
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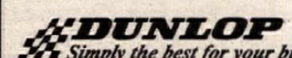
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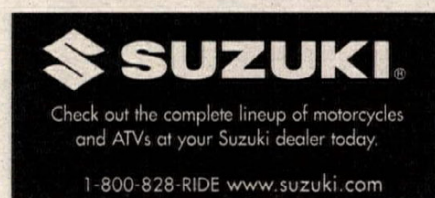
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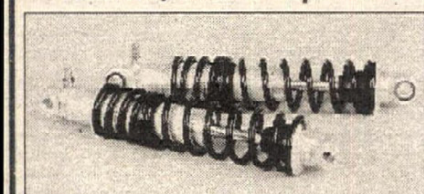
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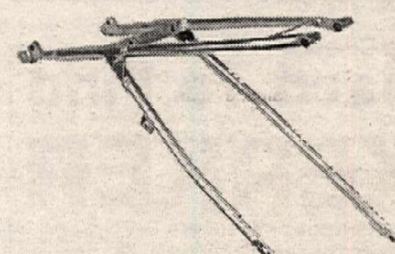
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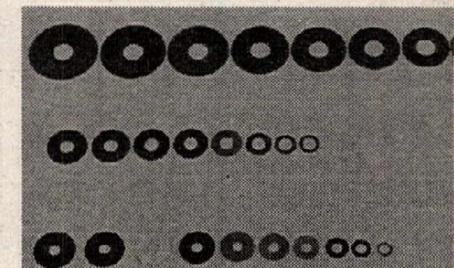
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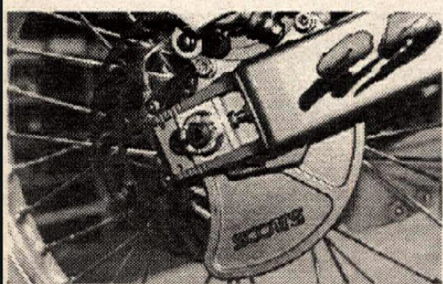
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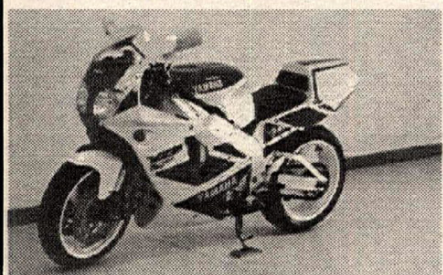
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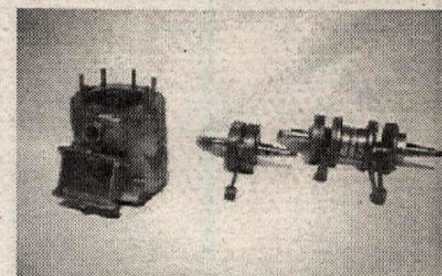
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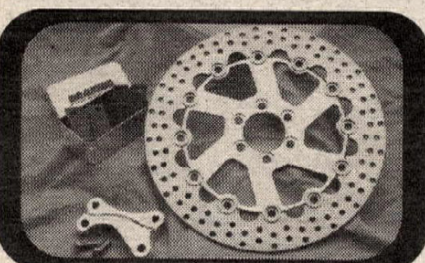
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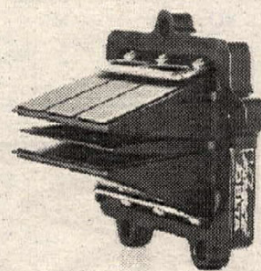
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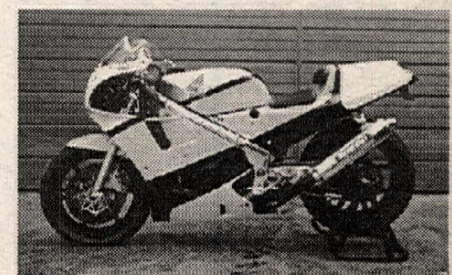
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One thing about racing is how it strips away the bullshit. You hardly need to be a psychologist to see how individuals express their rivalry on the track. They do it, sometimes, to the death.

Racing must relish this - not the death, of course, for everything possible is done to prevent this mercifully rare eventuality - but the way the human spirit is displayed on the track, blatantly and magnificently naked.

This rivalry can take strange forms at other moments. For example, at the front-row press conference at Imola, where maestro Michael Doohan and spiky upstart Anthony Gobert met for the first time in such a situation, each remarked that he "did not have a problem" with the other one.

This is manifestly untrue. Gobert's problem is that he's obsessed with the idea of beating Doohan - and terrified that the Honda rider, older by some 12 years, will retire before he gets good enough to do so.

Doohan's problem is the same. He is in a position of tremendous strength, even serenity. Time is the only thing that's not on his side. But even for a knight in full armor, a terrier nipping at his heels is a problem - for he might trip over it.

Gobert's obsession is well-documented, frequently by himself. The pair clashed in tests at Phillip Island, again in Malaysia, and then rather more spectacularly in France, where in practice Gobert later said he only lifted and ran across the gravel to protect his collarbone injury.

"If not for that, we'd both have gone down," he said.

The pair exchanged angry words in private, while Doohan blamed the younger rider. Gobert responded in his monthly column in England's SuperBike Magazine with a stream of invective.

Doohan wanted to be "the Queen Bee of the paddock," he said, amid other, choicer epithets.

This desperation to beat the man who towers over the class is a thoroughly worthy ambition for a man in Gobert's position. It is also thoroughly refreshing, in a 500cc class by now thoroughly cowed by Doohan's sheer domination. I cannot think of another rider (with the possible exception of Carlos Checa) who thinks of Doohan as anything but basically unbeatable.

Yet the sponsor-speak and the Japanese influence within the top factory teams combines to blunt the raw emotions, to defuse the wars of words, and to eliminate exchanges of open insults. Deadly rivals on the track, best of friends off it, eh chaps?

Thankfully, the 250cc class is not only relatively free from this nonsense, but also rich in personal antagonism. It comes thanks to a multinational cast and a hopelessly tangled web of conflicting national loyalties - and thanks (it must also be said) to extremely classy and competitive racing, another thing absent from the 500s.

The who-hates-whom equation (as I once read in an Australian book) forms "a triangle with about nine heaving sides."

Max Biaggi is at the apex; Tetsuya Harada at one corner; Loris Capirossi at another. Enclosed within, daggers drawn, are Olivier Jacque and Ralf Waldmann, and the Aprilia team boss Carlo Pernat.

Link all these parties up with criss-crossing streams of bitter, longstanding rivalry, accumulated hatred, and a burning mutual desire for revenge, and you have some show.

Much of it is deliberately fostered by Biaggi. He has several targets for revenge:

- The Aprilia factory and its team boss Carlo Pernat, for failing to agree to

his reputedly astronomical terms to stay on there after winning three titles for them.

- Tetsuya Harada, for being the last person to win the title (in 1993), for taking his Aprilia ride, and for being in general both indecently miserable and indecently fast.

- Loris Capirossi, also for taking the Aprilia ride, but mainly for being a fellow Italian, and thus a threat to the ultimate magnitude of Max's carefully nurtured fame.

- Ralf Waldmann, Olivier Jacque and Tohru Ukawa - simply because they ride lease-team Honda NSRs just like his own, and are therefore the primary target.

Add a fierce enmity (gleefully reciprocated) with 125cc rider Valentino Rossi, and also a Max-made split within the Erv Kanemoto-run team - he brought his own Italian technicians into the English-speaking crew - and you see what it is that makes Max's eyes burn with fury.

Biaggi's season has been similarly mercurial: three great wins, backed by some real downers, including a dislocated shoulder after an engine seizure Japan, and disqualification after a series of technical offenses at Assen. It seemed somewhat harsh to black-flag him after he'd ridden from last to seventh in the race, still going forward, but it was not the first infringement by the divided and hence uncharacteristically inefficient Kanemoto team.

Harada, on the receiving end, might have a burning desire to beat Yamaha, after he walked out on them in a huff before the end of last year, but the factory is not contesting the series. He certainly wants to beat Max. His '93 title was achieved with an elegant skill, but since then he's been eclipsed by Biaggi. He also had his problems - often a curious new tendency for the Aprilia motor to

stumble midrace - but by midseason he was becoming a serious title threat as his masterly tactics began to pay off.

Little Loris Capirossi seems too much the nice guy to be involved in all this intensity - but after all, he's Italian. When somebody remarked on how Biaggi last year had the nickname "Black Pirate," for his headscarf and natty little goatee, Loris riposted: "That's not our name for him. We call him the Black Pig."

Thus, at the end of this year's Austrian GP, where Max used maximum aggression - elbows, front wheel, the lot - to wrest third place from Loris, he turned after crossing the line and gave him the most extravagant of all Latin gestures, whose American equivalent is a relatively discreet single raised finger.

It was at the same GP that Waldmann had to be restrained from coming to blows with Jacque, after a last-lap pass by the victorious Frenchman that Waldmann insisted was both foolish and dangerous. Later, he reconsidered, and admitted that he too had been at fault, by leaving a bit too much room. By then, however, he'd already threatened, "In future I will ride with more body power, too."

Perhaps luckily, Tohru Ukawa is able to stand somewhat aloof.

The ups and downs of the championship points, the belittling remarks and the glowering stares of hatred deeper than words are a fine background to some marvelous 250cc racing, and evoke fond memories of a time not that long ago when the 500cc class offered something similar: Gardner, Lawson, Schwantz and Rainey, all glowering at one another moodily, and racing fit to bust.

Perhaps when this current crop of 250cc riders - most especially Biaggi and Jacque - grow up, it will all happen again.

LOOKING BACK...

30 YEARS AGO... AUGUST 10, 1967

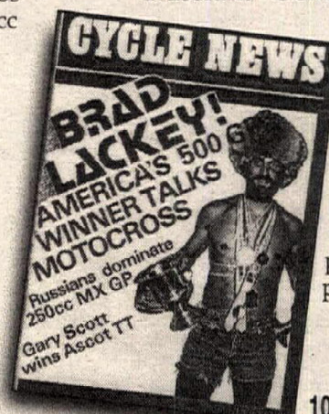
Road racer Steve McLaughlin was featured on the cover of CN in a studio shot portraying the runner-up's point of view during a road race... When asked what he was thinking about while winning the 250cc Lightweight class on a Honda six-cylinder at the Isle of Man TT, Mike Hailwood replied, "I was figuring out the plot of a novel I am reading. If I'd gone any slower, I would have fallen over."... Bob Budshat rode his Ducati to the win in the A Main at the AMA Class A Short Track in Bellingham, Washington. Ron Hoppe and Bob Strode finished second and third, respectively, on Ducatis, and Butch Haywood won the Trophy Dash... Royal-Enfield-rider Elliot Schultz won the 15-lap Expert main event at a half mile race held at Ascot Park in California, besting BSA riders Blackie Bruce and Dan Haaby in second and third, respectively. Phil Todd won the Amateur main on a



BSA... Don Vesco took his BSA to the win in the 500cc class at the AMA Sportsman Road Races held in Carlsbad, California. Bill Holst won the Open class, Rick Durkee won the 350cc class, Ron Pierce won the 250cc class and Moe Conserrie won the 125cc class.

20 YEARS AGO... AUGUST 3, 1977

Team Honda's Brad Lackey was featured on the cover and in an interview inside CN after becoming the first American rider to win a 500cc World Championship Grand Prix when he won in England a few weeks prior... Team Honda pilots Marty Smith and Tommy Croft finished first and second, respectively, at the second round of the AMA 500cc National Championship Motocross Series in St. Peters, Missouri. Team Suzuki's Tony DiStefano finished third. Yamaha's Mike Bell won the 250cc Support class over Mark Barnett and Gary Ogden on Suzukis... Evel Knievel-sponsored Gary Scott took his 9-year-old Triumph to victory at the Ascot Grand National TT in California. It was Scott's fourth victory in four years, and the first time this had been done in AMA Grand National



competition. BSA rider Alex Jorgensen finished second and Harley-Davidson-mounted Ted Boody got third... With three rounds remaining in the World 250cc Motocross Championship Series, Russians Gennady Moisseev and Vladimir Kavinov held a firm lead in the championship point standings with 163 and 143 points, respectively. Belgians Harry Everts and Andre Malherbe were fighting over third place with 103 and 98 points, respectively.

10 YEARS AGO... AUGUST 5, 1987

Team Honda's Bubba Shobert, who had won the Camel Pro Parkersburg Half Mile the week prior and the Laguna Seca Road Race National two weeks prior, came away with his third win in as many weeks when he won the DuQuoin Mile in Illinois. It was Shobert's third DuQuoin win in as many years and his 29th career National victory. Ricky Graham and Alex Jorgensen finished second and third, respectively, on Hondas... Yamaha's Randy Mamola won his second wet



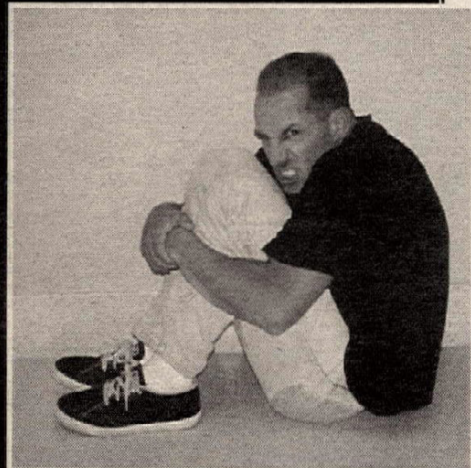
Grand Prix of the season by winning round eight of the World Championship Road Race Series in Le Mans, France, and inched closer to series points leader Wayne Gardner (who finished fifth) in the process. HB Honda's Pier-Francesco Chili finished a surprising second, and local hero and fast qualifier Christian Sarron finished third on a Yamaha... The first U.S. Senate hearing on S7 (the controversial California Desert Protection Act that would set aside as national park lands more than 8 million of the 12.1 million acres of public lands in the California desert) was held by the Public Lands Subcommittee of the Energy and Natural Resources Committee, and pitted recreationalists and business interests against conservationists over the fate of the California Desert.



Summer motorcycle racing sizzles as MotoWorld features all the action of Drag Racing, Hill Climbs, F-USA, and the AMA National MX Series. Then, think dirty, watching off-road stars compete for the Grand National Cross Country title as Summers, Smith, Hatch, Plessinger, Hawkins, Davis and Edmundson battle woods, mud, hills, rivers and each other. Plus, we join the best of the drag racers with an inside look at Star Racing, with riders, Angelle Seeling and John Myers. And international coverage of World GP and World Superbike. Only on MotoWorld!



The deep sand of Southwick destroys both bikes and riders early this month. Then, only the guys in top shape can win in the heat of July sun as the AMA National MX Series goes to Buchanan, Michigan. Finally, its off to one of the toughest tracks in the series as Emig, Albie, McGrath, Lamson, Windham and R.C. hit "Gravity Cavity" at infamous Unadilla, New York.



MW2 Rev It Up goes south of the border as Jerry joins off-road motorcycle legend, Larry Roeseler and off-road truck legend, Ivan "The Iron Man" Stewart at the Baja 500! From the Mexican desert to the steeps of Mongolia, MW2 Rev It Up hooks up with Team USA for the Camel Trophy. Then, dedicated dirt boy Bernardo takes the Reg Pridmore/Honda Riding School in Loudon, New Hampshire. He couples that learning experience with the Team Suzuki Endurance Advanced Riding School at Road Atlanta, and then, ENTERS TO RACE the Middleweight GP class at the F-USA races in Georgia! Watch Jerry drag his knees instead of his knuckles on MW2 Rev It Up!

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HERE'S THE MENU:

Date	Eastern Time	Description
7/1/97	3:00 AM	MW2 Rev It Up (R)
	3:00 PM	Los Angeles Supercross (R)
7/2/97	4:00 AM	MotoWorld (R)
	3:00 PM	Los Angeles Supercross (R)
	7:30 PM	Budds Creek Motocross (R)
7/3/97	12:00 AM	Budds Creek Motocross (R)
7/4/97	9:30 PM	MotoWorld
7/6/97	2:00 AM	MotoWorld (R)
	2:30 PM	Southwick Motocross
7/7/97	3:00 PM	Southwick Motocross (R)
7/9/97	4:00 AM	MotoWorld (R)
7/11/97	11:00 PM	MotoWorld (R)
7/12/97	12:30 AM	MotoWorld (R)
7/13/97	1:00 PM	MW2 Rev It Up
7/14/97	3:00 AM	MotoWorld (R)
	3:30 AM	MW2 Rev It Up (R)
7/15/97	3:00 PM	Tempe Supercross (R)
7/16/97	3:00 PM	Seattle Supercross (R)
7/17/97	8:00 PM	Buchanan Motocross
7/18/97	3:00 PM	Indianapolis Supercross (R)
7/19/97	5:00 AM	Buchanan Motocross (R)
	7:30 PM	MotoWorld
7/21/97	3:00 PM	Atlanta Supercross (R)
7/22/97	4:30 AM	MotoWorld (R)
	3:00 PM	Minneapolis Supercross (R)
7/23/97	2:00 AM	MotoWorld (R)
	3:00 PM	Houston Supercross (R)
7/24/97	11:30 PM	MotoWorld
7/25/97	3:00 PM	Orlando Supercross (R)
	8:00 PM	New Berlin Motocross
7/26/97	5:30 AM	MotoWorld (R)
7/27/97	1:00 PM	MW2 Rev It Up (R)
7/28/97	4:00 AM	MW2 Rev It Up (R)
	3:00 PM	St. Louis Supercross
7/29/97	3:00 PM	Pontiac Supercross (R)
7/30/97	4:00 AM	MotoWorld (R)

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